This chapter presents an overview of existing conditions and proposed network improvements in the unincorporated County of Los Angeles. The content begins with a summary and description of the regional bike paths maintained by the County, and is then organized alphabetically by County planning area. The statistics presented in each section are specific to these planning areas only; however, the maps display information about the incorporated cities interspersed within the unincorporated areas.

Each section opens with a description of the planning area's geographic, land use, and population characteristics. Then, a summary of existing bicycle conditions is presented, including existing County-maintained bicycle facilities, multimodal connections, and bicycle-involved collisions reported in the area from 2004 through 2009. The proposed network is then presented with information on the alignments and classifications of recommended bicycle networks in the plan area.

Figure 3-1 on page 30 displays an index map of the County of Los Angeles region, which provides information on where to find figures for a specific planning area within the plan. **Figures 3-2 and 3-3** provide an overview of existing bicycle facilities in the western and eastern portions of the County. The maps display data from the LACMTA showing the existing bicycle facilities in incorporated cities adjacent to the County planning areas. LACMTA updated its existing bicycle facilities GIS shapefile in the summer of 2010. Maps of existing land uses by planning area can be found in **Appendix D**.

The proposed network is displayed on two overview maps: **Figure 3-4**, the western portion of the County, and **Figure 3-5**, the eastern portion of the County. Information on the alignments and classifications of recommended bicycle networks for each planning area are provided in sections 3.2 through 3.11. **Appendix E** provides maps identifying existing bicycle parking at Metro stations and proposed end-of-trip facilities for each planning area.

Table 3-1 presents the Caltrans bikeway classification system, which this plan follows in classifying all existing and proposed bikeway facilities. Note that while the County may impose more stringent facility requirements, the County must follow the State minimum standards for all facilities.

The Plan presents an interconnected network of bicycle corridors that adds approximately 832 miles of bikeways throughout the County. The additional bikeways would improve the mobility of bicyclists within the County by enhancing safety, directness, and convenience within and between major regional destinations and activity centers. The 832 miles of proposed bikeways consist of approximately 72 miles Class I bike paths, approximately 274 miles Class II bike lanes, and approximately 463 miles of Class III bike routes, as defined/described in Chapter 1000 of the Caltrans Highway Design Manual. The Plan also proposes a network of 23 miles of bicycle boulevards,[13] which are facilities that prioritize bicycle travel on low-traffic, low-volume streets and are intended to provide greater safety and comfort to bicyclists. **Table 3-1** provides an introduction to the four proposed facility types, which are discussed in further detail in the Design Guidelines presented in **Appendix F**.

[13] *Bicycle Boulevards will be abbreviated BB in subsequent tables.*

Figure 3-1: Los Angeles County Index of Planning Area Maps

Source: Los Angeles County (2011)
Date: 10/05/11

Table 3-1: Bikeway Facilities Types

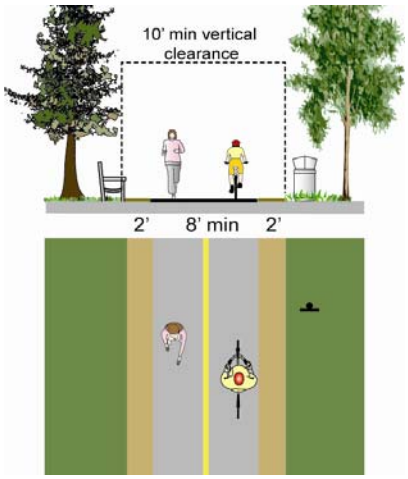
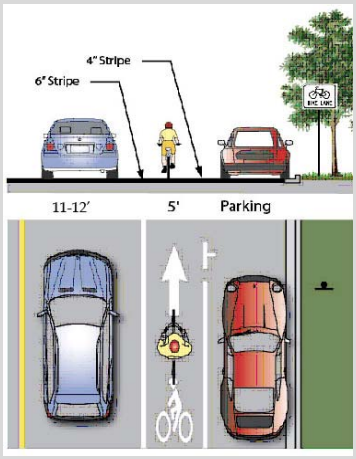
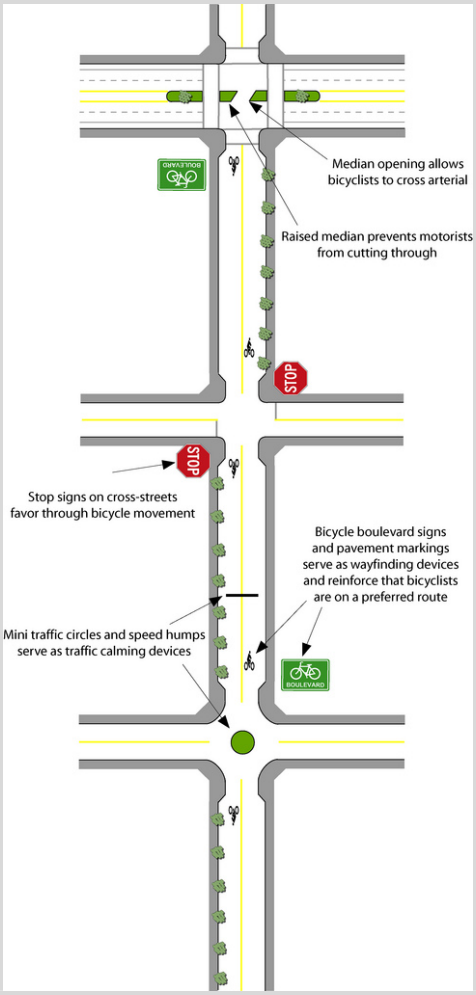
Bikeway Description	Example Graphic
Class I – Bicycle Path Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach. These facilities are often used for recreation but also can provide important transportation connections.	
Class II – Bicycle Lane Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.	
Class III – Bicycle Route Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.	

Table 3-1: Bikeway Facilities Types (continued)

Bikeway Description	Example Graphic
Bicycle Boulevards Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic / low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation. The treatments applied to create a bicycle boulevard heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle (and pedestrian) activity. Bicycle boulevard treatments can include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions. The specific treatments employed for a bicycle boulevard will be determined during project implementation based on input received from the public. **Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards.**	

In addition to these standard designs, the Plan includes innovative bicycle treatments such as colored bicycle lanes, raised bicycle lanes, buffered bicycle lanes, cycletracks, and bicycle boxes. While these treatments do not have approved design standards at this time, the County will incorporate them into the Plan's toolbox of treatments as their uniform designs and standards are approved by the State of California Department of Transportation (Caltrans). Caltrans and the Federal Highway Administration allow for the experimental implementation of such treatments. The County promotes the use of these innovative treatments and will apply for and implement experimental projects utilizing them where cost effective and where such projects enhance the safety of bicycles, pedestrians, and motorists.

3.1 Regional Bicycle Paths Maintained by the County

In addition to the bikeways within unincorporated areas, the County of Los Angeles maintains many regional bicycle paths that travel through incorporated cities. These bicycle paths are described below.

Ballona Creek Bicycle Path

The County–maintained portion of the Ballona Creek Bicycle Path runs 1.5 miles along the northern side of Ballona Creek, between Lincoln Avenue and the Pacific Avenue Bridge where it connects with the Marvin Braude Bicycle Path. The unincorporated areas adjacent to this path include West Fox Hills and Marina del Rey.

Compton Creek Bicycle Path

The southern County–maintained portion of the Compton Creek Bicycle Path runs 1.8 miles along the east side of Compton Creek, between Del Amo Boulevard to just south of the Gardena Freeway (CA-91). Existing access points are located at Del Amo Boulevard, Alameda Street, and Santa Fe Avenue. The unincorporated areas adjacent to this path include Rancho Dominguez, West Rancho Dominguez-Victoria, and Willowbrook.

Coyote Creek Bicycle Path

The Coyote Creek Bicycle Path straddles the Los Angeles County and Orange County border, running from the North Fork confluence with the La Mirada Creek down to the San Gabriel River. The County of Los Angeles Department of Public Works maintains the 2.8-mile portion on the west side of the channel from Centralia Street to North Fork Coyote Creek. The unincorporated Cerritos Islands are adjacent to this path.

Dominguez Channel Bicycle Path

The Dominguez Channel Bicycle Path runs along the east side of the Dominguez Channel, from Main Street and Broadway to Vermont Avenue and Artesia Boulevard, near the Artesia Transit Center. The unincorporated areas adjacent to this path include West Carson.

La Cañada Verde Creek Bicycle Path

The La Cañada Verde Creek Bicycle Path runs 0.1 miles along the south side of the La Cañada Verde Creek in the Whittier area, from Mulberry Street to Broadway. Mulberry Street and Broadway are the only access points. This bike path is entirely within the unincorporated South Whittier-Sunshine Acres community.

Laguna Dominguez Bicycle Path

The Laguna Dominguez Bicycle Path runs 3.2 miles along the west side of the Dominguez Creek, from Redondo Beach Boulevard to 120th Street. The unincorporated areas adjacent to this path include Alondra Park and Hawthorne Island.

Los Angeles River Bicycle Path

The County-maintained portion of the Los Angeles River Bicycle Path runs 16.7 miles along the Los Angeles River, from the Shoreline Bikeway in Long Beach to Atlantic Boulevard in the City of Vernon. The community of East Rancho Dominguez is the only unincorporated community that is adjacent to this path. South of Imperial Highway, the Los Angeles River Bicycle Path runs along the east bank of the river. At Imperial Highway in South Gate, at the confluence of the Los Angeles River and Rio Hondo, the path splits into two directions. The Los Angeles River Bicycle Path continues north, although the path switches over to the west

bank where it continues along the river until its terminus at Atlantic Boulevard. The path along the east bank becomes Rio Hondo Path north of Imperial Highway, and continues northeasterly along the Rio Hondo.

North Fork Coyote Creek Bicycle Path

The North Fork Coyote Creek Bicycle Path runs 2.8 miles along the eastside of Coyote Creek, from Foster Road in Santa Fe Springs to the confluence with the Coyote Creek in Cerritos. No unincorporated areas are adjacent to this facility.

Rio Hondo Bicycle Path

The Rio Hondo Bicycle Path consists of 17.5 miles of inter-connected bicycle path along the Rio Hondo, Upper Rio Hondo and through the Whittier Narrows Regional Park, connecting to the San Gabriel River Bicycle Path. The southernmost part of the path begins at Imperial Highway in South Gate, where it connects to the Los Angeles River Bicycle Path and continues north to Peck Park in Arcadia.

San Gabriel River Bicycle Path

The San Gabriel River Path runs 30.2 miles along the San Gabriel River, from San Gabriel Canyon Road in Azusa to the access into El Dorado Park in Long Beach. There are numerous access points along the path. The unincorporated areas adjacent to this path include West Whittier-Los Nietos, North Whittier, Whittier Narrows, Avocado Heights, and East Azusa.

San Jose Creek Bicycle Path

The San Jose Creek Bicycle Path runs 2.1 miles along the south side of the San Jose Creek in the City of Industry, from 7th Avenue to Workman Mill Road. Access points are only located at 7th Avenue and Workman Mill Road. The unincorporated areas adjacent to this path include Avocado Heights and Hacienda Heights.

Santa Anita Wash Bicycle Path

The Santa Anita Wash Bicycle Path runs one mile along the Santa Anita Wash, from Live Oak Avenue to the east side of the spillway of Peck Road Water Conservation where it meets the Rio Hondo Bicycle Path in Arcadia. The unincorporated areas adjacent to this path include the South Monrovia Islands.

Marvin Braude Bicycle Path (formerly South Bay Beach Bicycle Path)

The Marvin Braude Bicycle Path is a 20-mile system that runs along the Pacific Coast from Pacific Palisades in the City of Los Angeles to the City of Torrance. The County maintains approximately 14.9 miles of the path from the northern boundary of the City of Santa Monica to its southern terminus in the City of Torrance. Within these limits, the County does not maintain the bicycle lane on Washington Boulevard from north of Admiralty Way to Venice Beach, or the portion from 1st Avenue at Hermosa Beach to the southern end of the Pier at Redondo Beach.

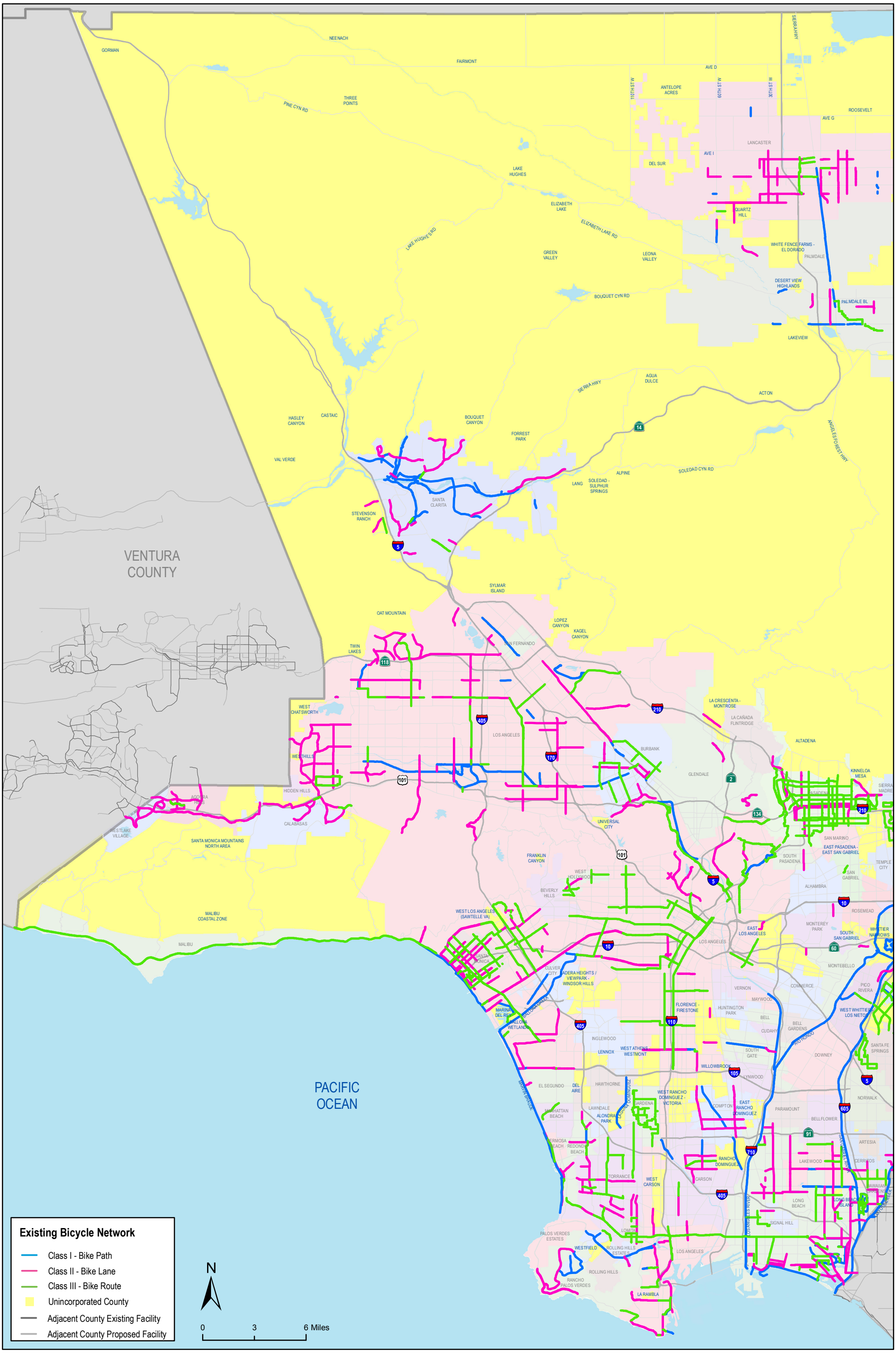


Figure 3-2: Overview of Existing Bikeways in Western Los Angeles County

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

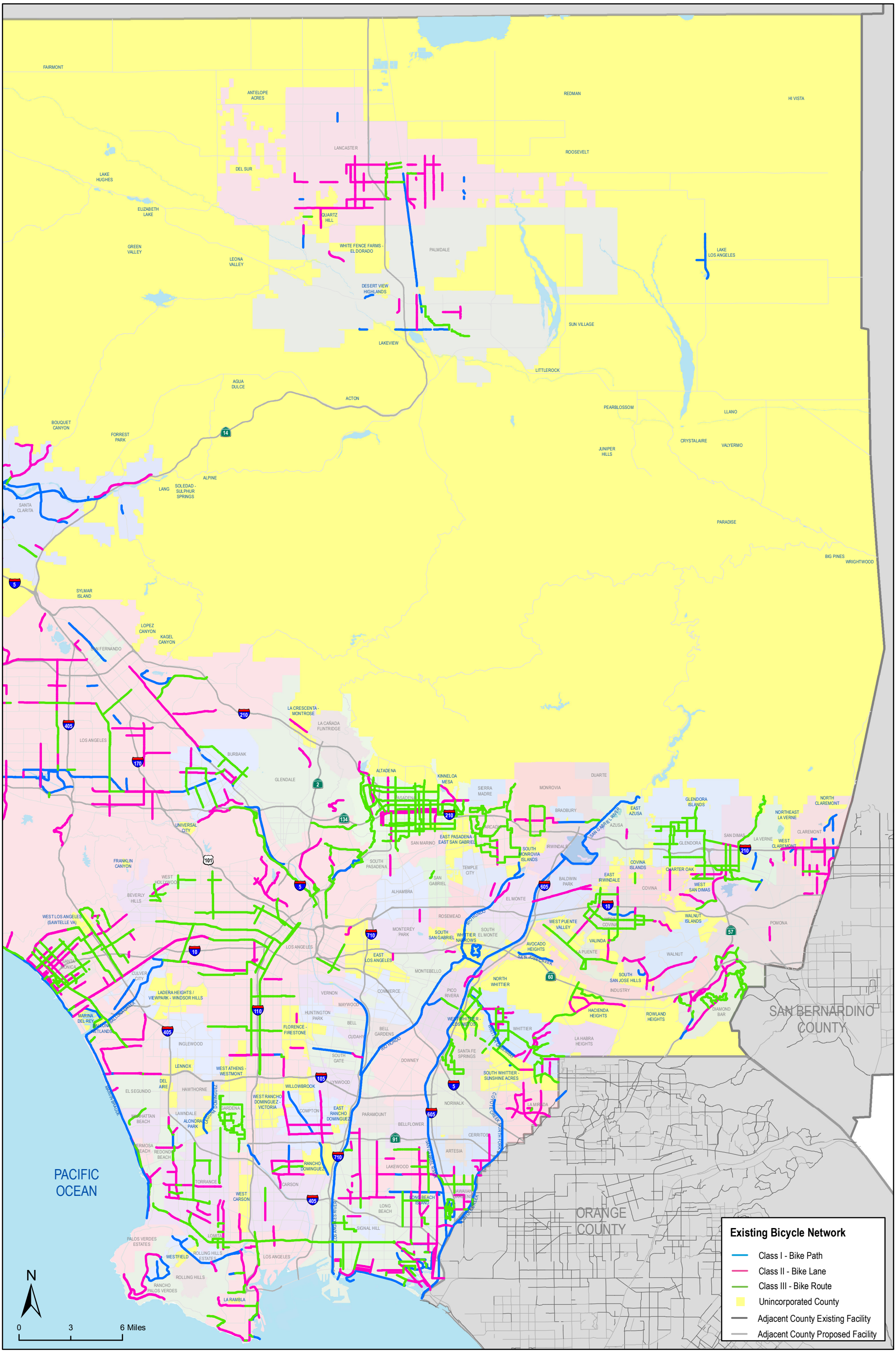


Figure 3-3: Overview of Existing Bikeways in Eastern Los Angeles County

Source: Los Angeles Metro (2010); Alta Planning + Design (2010)
Date: 1/30/2011

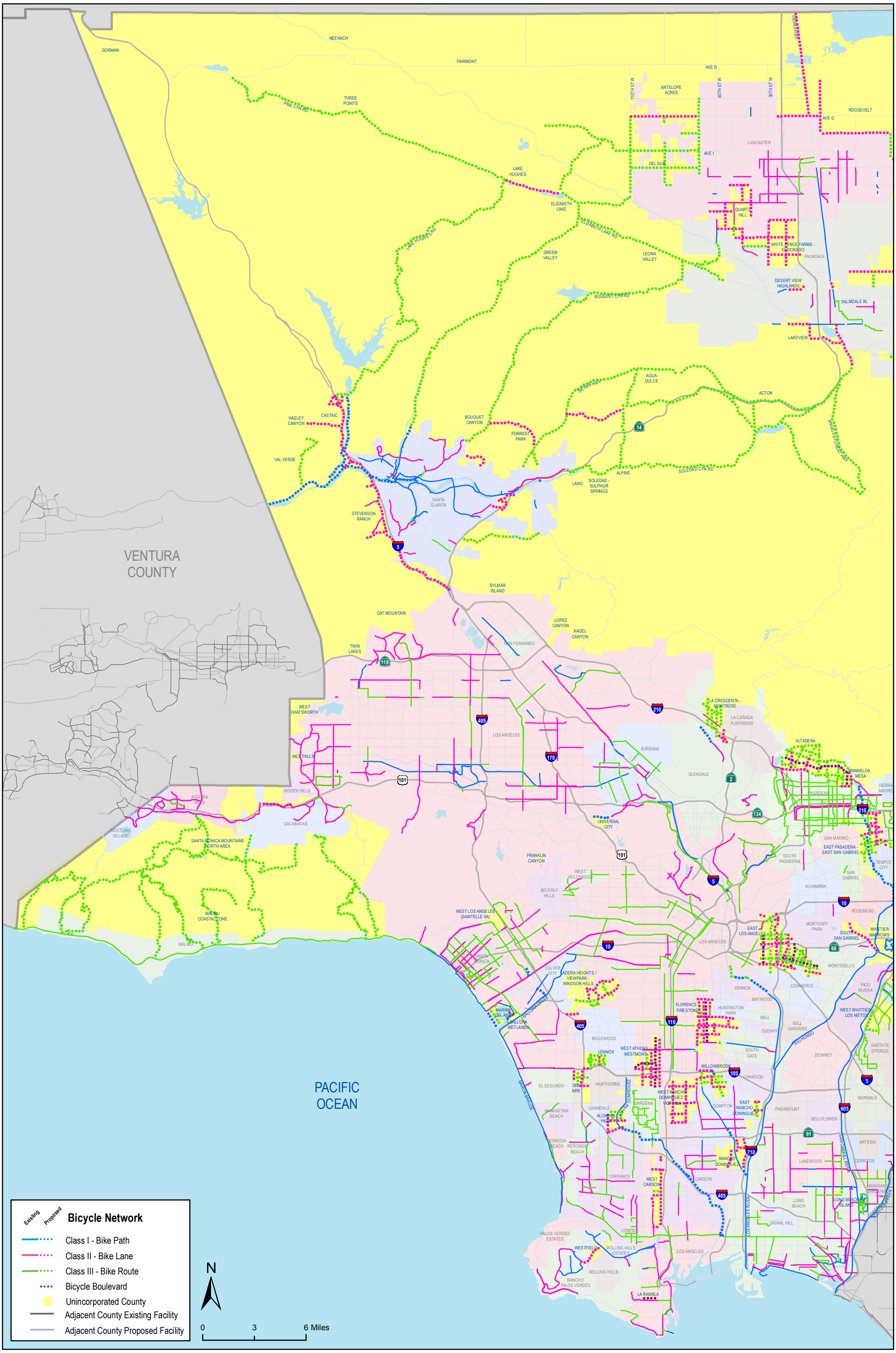


Figure 3-4: Western Los Angeles County Propsed Bicycle Network

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

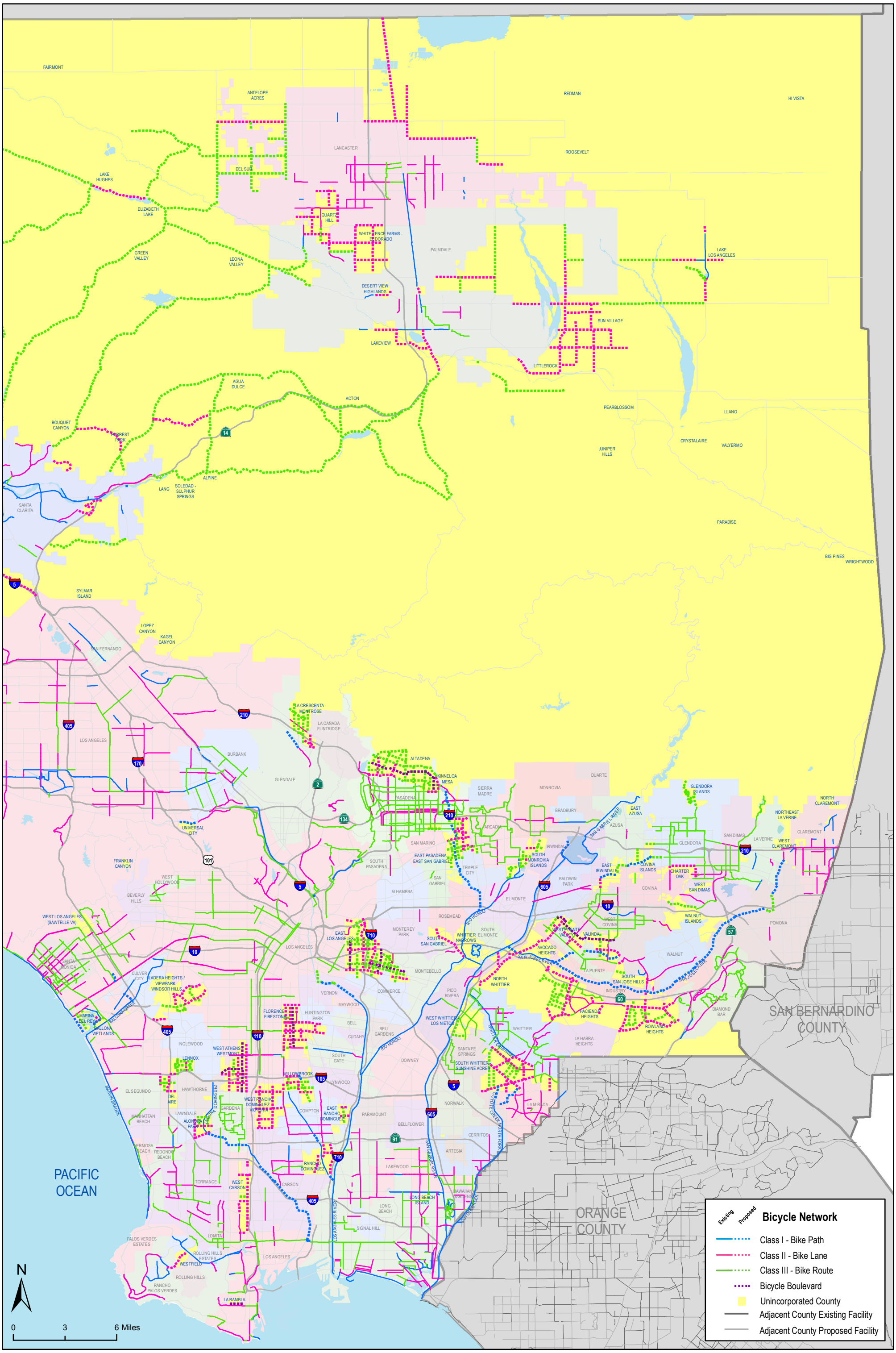


Figure 3-5: Eastern Los Angeles County Proposed Bicycle Network

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

3.1.1 Network Development

The network selection and classification process included extensive public outreach, on-going consultation with County of Los Angeles staff through a Technical Advisory Committee (TAC), and input from the County's Bicycle Advisory Committee (BAC). The TAC's membership includes staff from the Department of Public Works (DPW), Department of Regional Planning, Department of Public Health, Department of Beaches and Harbors, the Los Angeles County Sheriff's Department, and California Highway Patrol. The BAC is comprised of appointees from the County Supervisors, and staff from Caltrans and LACMTA. The proposed network was also influenced considerably by existing plans and ongoing bicycle planning efforts, by both the County of Los Angeles and other adjacent jurisdictions. The overall objective was to create a seamless, well-integrated bikeway network throughout Los Angeles County.

StreetPlan, an Alta Planning + Design model, was used to evaluate the feasibility of installing bike lanes on roadway segments throughout the County of Los Angeles. *StreetPlan* compares measurements taken of the existing roadway cross-section with roadway design minimum widths for the County and the amount of roadway space available to make a feasibility assessment. The assessments made by the *StreetPlan* model were later followed up by engineering review. **Appendix G** provides a detailed description of the *StreetPlan* model that was conducted to evaluate the proposed bikeway network.

This feasibility study identified potential bicycle facilities based on existing street cross-sections and proposed cross-sections, which is sufficient for a planning level analysis. Implementing specific bike facilities proposed in the Plan will require a more detailed traffic study that takes into account traffic volumes, speeds, percentage of heavy vehicles/trucks, demand for bicycle facilities, coordination with other jurisdictions/agencies, public outreach, and other considerations.

To enhance the utility of the regional bicycle network, this Plan also includes provisions for secure and convenient bicycle parking and support facilities that encourage transportation-based bicycle trips, and enhance access to transit.

Consistent with the County's Neighborhood Traffic Management Program's[14] primary goal of involving the community in the planning process, the implementation of bicycle boulevard projects will include a process of public outreach to neighborhood residents and other stakeholders. Upon notifying the community of proposed bicycle boulevard projects, a steering committee would be assembled, comprised of neighborhood residents and other stakeholders, County of Los Angeles representatives, and DPW staff. The steering committee will monitor and guide DPW's data collection and analysis. The data analysis will provide further information on the cost and feasibility of potential bicycle boulevard treatments.

DPW staff and the steering committee will present the collected data and analysis results to the public at a community workshop. Planning and outreach for the community workshops will attempt to solicit broad participation and support throughout the community. Upon receiving reasonable community consensus at the public meeting(s), DPW staff will present the bicycle boulevard study results to appropriate regulatory agencies (e.g., County Board of Supervisors, Los Angeles County Sheriff, Los Angeles County Fire, and California Highway Patrol) for review and implementation.

[14] *Neighborhood Traffic Management Program http://dpw.lacounty.gov/TNL/NTMP/Page_01.cfm*

3.1.2 Bicycle Demand and Air Quality Benefits Analysis

Replacing vehicular trips with bicycle trips has a significant impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change. Fewer vehicle trips and Vehicle Miles Traveled (VMTs)[15] translates into fewer mobile source pollutants being released into the air, such as carbon dioxide, nitrogen oxides, and hydrocarbons. Under the Clean Air Act, regions must meet the National Ambient Air Quality Standards established by the U.S. Environmental Protection Agency or they are designated as non-attainment areas.

South Coast Air Quality Management District (SCAQMD) covers most of the County of Los Angeles and is designated a non-attainment area for ozone and Particulate Matter (PM 2.5 and PM 10). The SCAQMD jurisdiction is approximately 10,743 square miles and includes the entire County except for the Antelope Valley, which is covered by the Antelope Valley Air Quality Management District (AVAQMD). The SCAQMD implements a wide range of programs and regulations that address point source pollution and mobile source emissions, and enforces air quality through inspections, fines, and educational training.

The AVAQMD, which includes the Antelope Valley, is a non-attainment area for ozone. Ozone is formed by a photochemical reaction of different pollutants including nitrogen oxides and hydrocarbons. Exposure to ozone has been linked to a number of acute health problems, especially in children.[16] PM pollution has been linked to a number of acute and chronic conditions including chronic bronchitis and heart attack.[17] Although the Los Angeles region has made great strides in improving air quality in recent decades, continued effort is needed to meet federal standards and protect public health. Replacing vehicle trips with bicycle trips is one of many strategies that can help address air pollution.

The SCAQMD and the AVAQMD are responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region.

Appendix B presents detailed estimates of existing and future bicycle ridership and associated air quality benefits. For each planning area, an adjusted estimate of current bicycling levels was made using County of Los Angeles and United States Census data, along with several adjustments for likely bicycle commuter underestimations. The Plan predicted future bicycle ridership based on increases observed in other cities and automobile trip reductions for each planning area. Based on the vehicular trip reductions, the Plan predicted planning area-specific air quality benefits for 2035[18]. The planning areas included in the Plan are listed alphabetically. **Table 3-2** summarizes existing and future bicycle ridership for all planning areas in unincorporated County of Los Angeles and the associated air quality benefits.

[15] *Vehicle Miles Traveled is a measurement of the extent of motor vehicle operation, a sum of all miles traveled by motor vehicles over a given period.*
[16] *http://www.aqmd.gov/forstudents/health_effects_on_children.html*
[17] *http://www.epa.gov/pm/health.html*
[18] *2035 was chosen as the horizon year to conform to the County General Plan, which estimates future population in 2035*

Table 3-2: Current and Future Ridership and Air Quality Benefits

Commuting Statistics	Current (2010)	Future (2035)
Study area population	1,188,324	1,648,695
Employed population	404,342	549,131
Bike-to-work mode share	2.0%	4.0%
Number of bike-to-work commuters	2,176	6,264
School children, ages 6-14 (grades K-8)	174,140	279,535
School children bicycling mode share	2.0%	4.0%
School children bike commuters	3,483	10,873
Number of college students in study area	77,887	125,138
Estimated college bicycling mode share	10.0%	15.0%
College bike commuters	7,789	18,359
Total number of bike commuters	13,719	44,477
Total daily bicycling trips	27,438	88,955
Vehicle Trips and Miles Reduction	**Current (2010)**	**Future (2035)**
Reduced Vehicle Trips per weekday	9,167	24,464
Reduced Vehicle Trips per year	2,392,599	6,385,134
Reduced Vehicle Miles per weekday	60,415	155,375
Reduced Vehicle Miles per year	15,768,365	40,552,751
Air Quality Benefits	**Current (2010)**	**Future (2035)**
Reduced Hydrocarbons (pounds/weekday)	181.14	465.86
Reduced NO_x (pounds/weekday)	126.53	325.42
Reduced CO (pounds/weekday)	1,651.59	4,247.52
Reduced $C0_2$ (pounds/weekday)	49,148	126,398
Reduced Hydrocarbons (pounds/year)	47,278	121,589
Reduced NO_x (pounds/year)	33,025	84,933
Reduced CO (pounds/year)	431,065	1,108,604
Reduced $C0_2$ (pounds/year)	12,827,656	32,989,896

Source: See LACBMP Appendix C, Tables C1-10.

The above analysis shows that while the population of the study area is expected to increase by 45% over the next 23 years, the expected number of bike commuters will increase by 225%. The increased number of trips taken by bicycle will reduce VMT by 155,375 miles on an average weekday, and lead to sizeable air quality benefits. By 2035, emissions of nearly 85,000 pounds of smog-forming NOx will be avoided per year, along with 16,500 tons of $C0_2$, one of the principle gasses associated with global climate change.

3.2 Antelope Valley Planning Area

The Antelope Valley Planning Area consists of 1,800 square miles of unincorporated territory within the Antelope Valley. The planning area encompasses the majority of northern County of Los Angeles, accounting for 44% of the County of Los Angeles' total square mileage.[19] The planning area is primarily comprised of rural communities and open space, including high desert lands, the Liebre and Sierra Pelona mountain ranges, and the Angeles National Forest. **Figure D-1** in the appendices displays the existing land uses for the communities in the Antelope Valley Planning Area.

There are an estimated 103,000 residents living in the unincorporated communities of Antelope Valley Planning Area.[20] The unincorporated areas surround the more urban and densely populated incorporated cities of Palmdale and Lancaster with estimated populations of 182,663 and 160,650 respectively.[21] Over the past decade, the entire Antelope Valley has experienced significant population growth, including the unincorporated area within the planning area, which is largely due to the influx of housing subdivisions within and adjacent to Palmdale and Lancaster. This trend is expected to continue with the current unincorporated areas of the planning area projected to grow to a population of 255,000 by 2035.[22]

The planning area's 18 unincorporated communities are Acton, Antelope Acres, Crystalaire, Gorman, El Dorado, Juniper Hills, Green Valley, Lake Hughes, Elizabeth Lake, Lake Los Angeles, Leona Valley, Littlerock, Llano, Pearblossom, Quartz Hill, Sun Village, White Fence Farms, and Wrightwood. The following subsections describe current bicycling conditions in Antelope Valley unincorporated communities.

3.2.1 Existing Bicycling Conditions

Bicycling conditions throughout the planning area vary significantly due to Antelope Valley's diverse terrain and land use patterns. Some of the more populated communities such as Quartz Hill or Littlerock/Pearblossom have flat terrain and grid street networks that are conducive to developing a bicycle network with connections to neighboring jurisdictions' bicycle networks. In more rural areas, many of Antelope Valley's roadways are narrow, two-lane roads that function as either arterial highways or residential streets. Some of these roadways have wider shoulders and some also have relatively low traffic volumes and most have no on-street parking demand. Bicycling as a transportation mode can be challenging throughout the planning area due to substantial distances to access employment and commercial centers.

The planning area's unincorporated parts contain 7.2 miles of County maintained bikeways. The existing bikeways are located in Quartz Hill and Lake Los Angeles. The bikeways within Quartz Hill connect with the bicycle network of the neighboring City of Lancaster. **Table 3-3** summarizes the location, classification, and mileage of existing bikeways. **Figure 3-6** shows Antelope Valley's existing bikeways along with major transit stations and bicycle-involved collisions.

[19] *Los Angeles County, Antelope Valley Area Plan Update Background Report, 2009*

[20] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

[21] *2008 SCAG Regional Transportation Plan.*

[22] *2008 SCAG Regional Transportation Plan.*

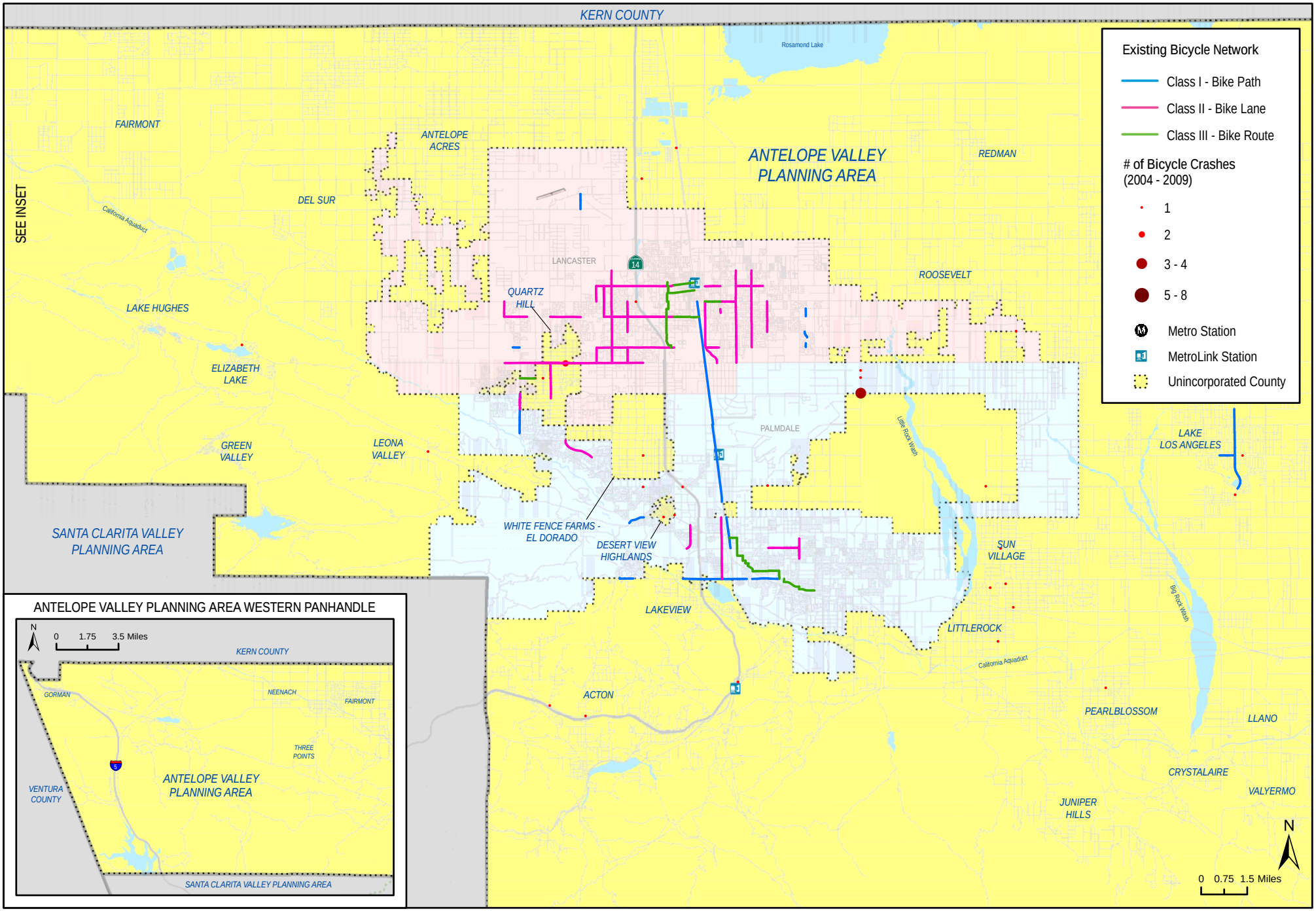


Figure 3-6: Antelope Valley Planning Area Exisiting Bicycle Network, Major Transit Stations, and Bicycle Crashes (2004-2009)

Source: Los Angeles Metro (2010); SWITRS (2010)
Date: 8/2/2010

Table 3-3: Existing Antelope Valley Bikeways

Community	Segment	From	To	Class	Mileage
Lake Los Angeles	170th Street East	Avenue M-8	Avenue P	1	2.7
Lake Los Angeles	Avenue O	165th Street East	170th Street East	1	0.5
Quartz Hill	50th Street West	Avenue L	Avenue M-4	2	1.3
Quartz Hill	60th Street West	Avenue L-4	Avenue L-8	2	0.3
Quartz Hill	60th Street West	Avenue L-12	Avenue M-8	2	0.7
Quartz Hill	Avenue L	55th Street West	40th Street West	2	1.5
Quartz Hill	Avenue L-8	57th Street West	55th Street West	3	0.2
				Total	**7.2**

**County-maintained bikeways only*

Bicycle collision data assists with identifying locations that may require safety assessment and serves as baseline with which to measure the impacts of bicycle program and infrastructure improvements. According to the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), 46 bicycle collisions were reported within the unincorporated parts of Antelope Valley Planning Area between 2004 through 2009. Of these 46 instances, three took place at the intersection of 50th Street E and Avenue M, which is the greatest number of crashes at a single location in the Planning Area.

Bicycle-transit integration is vital to encouraging utilitarian bicycling in areas where there is significant distance between where most people live and work. There are three MetroLink stations in Antelope Valley, including one within the unincorporated area, the Vincent Grade/Acton Station. By providing improved bicycle access to commuter rail stations, residents will have greater opportunity to complete lengthy trips without the use of an automobile.

3.2.2 Proposed Network

Table 3-4 summarizes the proposed bicycle network mileage by classification type within the Antelope Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide an additional 230.7 miles of facility across the planning area, a substantial increase compared to the approximately eight miles of existing bicycle facility within the unincorporated parts of Antelope Valley.

Table 3-4: Antelope Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class II – Bike Lane	95.1	41.6%
Class III – Bike Route	134.8	58.4%
Total	**230.7**	**100%**

Table 3-5 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-7 displays the proposed bicycle network as well as existing bicycle facilities and major transit stations in the Antelope Valley Planning Area. **Figure 3-8** shows a more detailed view of the proposed bicycle

network within the communities of Quartz Hill and White Fence Farms. **Figure 3-9** provides a more detailed view of the proposed bicycle network within the communities of Littlerock and Sun Village Area.

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	30th Street West	Avenue M	Avenue O-12	White Fence Farms-El Dorado, Cities of Lancaster[A] and Palmdale[A]	2	2.8	5	120
2	Elizabeth Lake Road	Dianron Road	10th Street West	Desert View Highlands	2	0.8	5	110
3	170th Street East	Avenue M	Avenue M-8	Lake Los Angeles	2	0.5	5	110
	170th Street East	Avenue P	Palmdale Boulevard		2	1.5		
4	Elizabeth Lake Road	Lake Hughes Road	Munz Ranch Road	Elizabeth Lake	2	3.4	5	110
5	Sierra Highway	Avenue S	Pearblossom Highway	Lakeview and City of Palmdale[A]	2	2.7	5	105
6	Avenue L-8	65th Street West	60th Street West	City of Lancaster[A]	2	0.5	5	100
7	50th Street West	Avenue M-2	Avenue N	Quartz Hill	3	0.9	5	95
8	55th Street West	Avenue L	Avenue M-8	Quartz Hill and City of Lancaster[A]	2	1.5	5	95
9	Ridge Route Road/ Pine Canyon Road/ Elizabeth Lake Road	Lancaster Road	0.3 miles east of Cherry Tree Lane (Palmdale city limit)	Three Points, Lake Hughes, Elizabeth Lake, Leona Valley	3	30.8	5	95
10	40th Street East	Avenue H	Lancaster Blvd	Roosevelt, and City of Lancaster[A]	3	1.5	5	90
11	40th Street West	Avenue K-4	Avenue M	Quartz Hill, and City of Lancaster[A]	2	1.7	5	90
12	Avenue O	90th Street East	150th Street East	Lake Los Angeles	3	4.0	5	90
		150th Street East	165th Street East		2	1.5		
		170th Street East	180th Street East		2	1.0		
13	Angeles Forest Highway	Sierra Highway	Aliso Canyon Road	Acton	3	7.1	5	90
14	Avenue N-8	Bolz Ranch Road	30th Street West	White Fence Farms-El Dorado and City of Palmdale[A]	3	1.5	5	85
15	45th Street West	Avenue M-8	Avenue N-8	Quartz Hill, White Fence Farms-El Dorado and Cities of Lancaster[A] and Palmdale[A]	2	1.0	5	85
16	Avenue P	160th Street East	170th Street East	Lake Los Angeles	3	1.6	5	85

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
17	Avenue O	30th Street West	10th Street West	White Fence Farms-El Dorado	2	2.0	5	85
18	110th Street West	Avenue G	Johnson Road	Del Sur and City of Lancaster[A]	3	4.5	5	80
19	10th Street West	Auto Center Drive	Elizabeth Lake Road	Desert View Highlands and City of Palmdale[A]	2	0.3	5	80
20	105th Street East	Palmdale Boulevard	Avenue S	Sun Village	2	1.5	5	80
21	Lancaster Boulevard	40th Street East	55th Street East	Roosevelt and City of Lancaster[A]	2	1.5	5	80
22	Barrell Springs Road	Tierra Subida Avenue	Sierra Highway	Lakeview	2	2.0	5	80
23	Tierra Subida Avenue	Avenue S	Barrell Springs Road	Lakeview	2	0.8	5	80
24	Avenue U	87th Street East	96th Street East	Little Rock, Sun Village	2	1.0	5	80
25	Avenue M	30th Street West	State Route 14	Quartz Hill	2	1.7	5	80
26	20th Street West	Avenue O-12	West Avenue M	Quartz Hill	2	2.8	5	80
27	Avenue H	Division Street	40th Street East	Roosevelt and City of Lancaster[A]	2	4.1	5	80
28	Avenue T	80th Street East	126th Street East	Littlerock	2	4.6	5	75
29	30TH Street East	East Avenue Q	East Avenue P	Antelope Valley	3	1.0	5	75
30	Avenue K	52nd Street West	40th Street West	Quartz Hill and City of Lancaster[A]	2	1.2	5	75
31	Avenue S	0.3 miles east of The Groves (Palmdale city limit)	Tierra Subida Avenue	Lakeview	2	1.3	5	75
32	Crown Valley Road	Sierra Highway	Soledad Canyon Road	Acton	3	1.9	5	75
33	Avenue R	90th Street East	110th Street East	Sun Village	2	2.0	5	75
34	Division Street	Avenue H	Avenue E	Roosevelt	2	3.0	5	75
35	Sierra Highway	Avenue P-8	East Avenue Q	Antelope Valley	2	0.5	5	75
36	90th Street West	Avenue G	Avenue G-8	Fairmount, Del Sur, and City of Lancaster[A]	3	0.5	5	75
37	Avenue L-8	60th Street West	50th Street West	Quartz Hill and City of Lancaster[A]	2	1.0	5	75
38	Mackennas Gold Avenue/ Rawhide Avenue	Avenue P	170th Street East	Lake Los Angeles	3	0.9	5	70
39	116th Street East	Avenue S	Avenue T	Sun Village	2	1.0	5	70
40	Avenue M-8	60th Street West	45th Street West	Quartz Hill and City of Palmdale[A]	2	1.5	5	70

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
41	45th Street West	Avenue K-4	Avenue L	Quartz Hill	2	1.0	5	70
42	San Francisquito Canyon Road	Calle Siemerio	Elizabeth Lake Road	Green Valley, Elizabeth Lake	3	3.5	5	70
43	90th Street West	Avenue H-8	Avenue K	Fairmount, Del Sur, and City of Lancaster[A]	3	2.5	5	70
44	106th Street East	Avenue S	Pearblossom Highway	Sun Village	2	2.5	5	65
45	Sierra Highway	Avenue A	Avenue G	Roosevelt	2	6.1	5	65
46	Red Rover Mine Road/ Escondido Canyon Road	Sierra Highway	Crown Valley Road	Acton	3	2.4	5	65
47	96th Street East	Avenue R-8	Avenue U	Littlerock, Sun Village	2	2.5	5	65
48	Pearblossom Highway	62nd Street East	87th Street East	Littlerock and City of PalmdaleA	2	3.0	5	65
49	Avenue S	0.5 miles west of 90th Street East	116th Street	Littlerock, Sunvillage	2	3.2	5	65
50	Johnson Road	Elizabeth Lake Road	110th Street West	Elizabeth Lake, Del Sur	3	3.4	5	65
51	East Avenue P	15th Street East	50th Street East	Antelope Valley Planning Area and City of Palmdale[A]	2	3.6	5	65
52	Avenue K	85th Street West	90th Street West	Fairmount, Del Sur, and City of Lancaster[A]	3	0.5	5	65
53	Avenue H	80th Street West	70th Street West	Fairmount, Del Sur, and City of Lancaster[A]	3	1.0	5	65
54	Avenue G	Lancaster City Limits	Division Street	Roosevelt	2	2.5	5	65
55	Godde Hill Road	Avenida Entrada	Elizabeth Lake Road	Quartz Hill, Leona Valley and City of Palmdale[A]	3	2.9	5	65
56	40th Street East	0.3 miles north of Barrell Springs Road	Barrell Springs Road	Antelope Valley Planning Area	3	0.3	5	60
57	50th Street East	Avenue M	Avenue Q	Antelope Valley Planning Area	3	4.0	5	60
58	Barrell Springs Road/ Cheseboro Road/ Mount Emma Road	47th Street East	Fort Tejon Road	Antelope Valley Planning Area	3	5.0	5	60

Table 3-5: Antelope Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
59	Aliso Canyon Road	Soledad Canyon Road	Angeles Forest Highway	Acton	3	7.4	5	60
60	90th Street East 90th Street East/ 87th Street East	Avenue M Avenue Q	Avenue Q Pearblossom Highway	Sun Village, Little Rock, City of Palmdale[A]	3 2	2.0 6.7	5	60
61	Palmdale Boulevard Palmdale Boulevard	60th Street East 110th Street East	110th Street East 170th Street East	Sun Village, Lake Los Angeles, and City of Palmdale[A]	2 3	4.5 6.2	5	60
62	San Francisquito Canyon Road	Calle Siemerino	Santa Clarita River Trail	Green Valley	3	14.8	5	60
63	Avenue G West	110th Street West	70th Street West	Del Sur and City of LancasterA	2	4.0	5	60
64	Avenue N	50th Street West	State Route 14	Quartz Hill, White Fence-El Dorado, and Cities of Lancaster and Palmdale[A]	2	3.6	5	55
65	Avenue J	110th Street West	70th Street West		3	4.0	5	55
66	70th Street West	Avenue F	Avenue J		3	4.5	5	55
67	Lancaster Road/ Fairmont Neenach Road/ 120th Street West / Avenue I	160th Street West	70th Street West	Fairmont, Del Sur and City of LancasterA	3	9.8	5	55
68	Munz Ranch Road	Fairmont Neenach Road	Elizabeth Lake Road	Del Sur, Elizabeth Lake	3	4.4	5	50
Total Miles						**230.7**		

[A] *Part of project traverses through or along boundary of incorporated city*

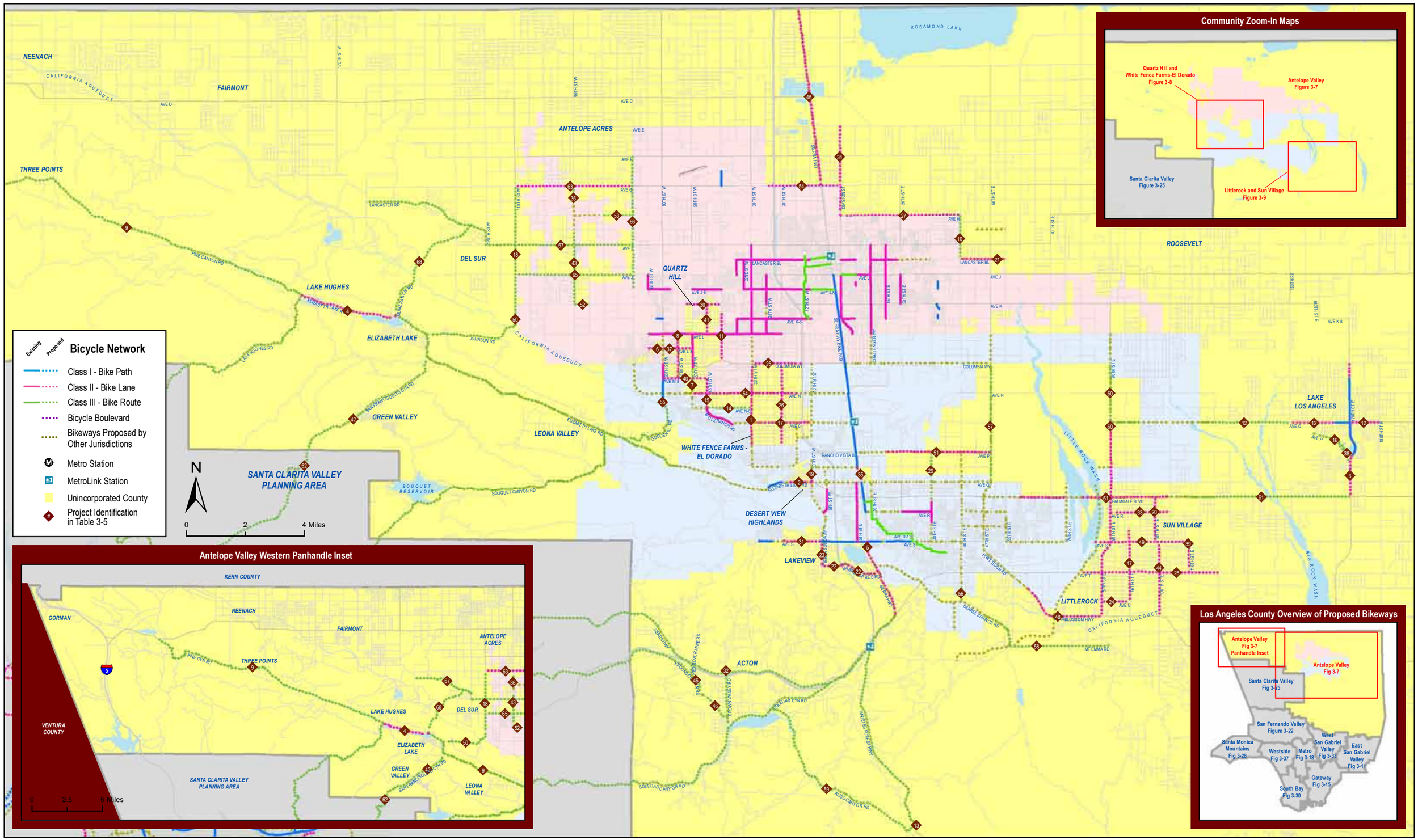


Figure 3-7: Antelope Valley Planning Area Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/31/2011

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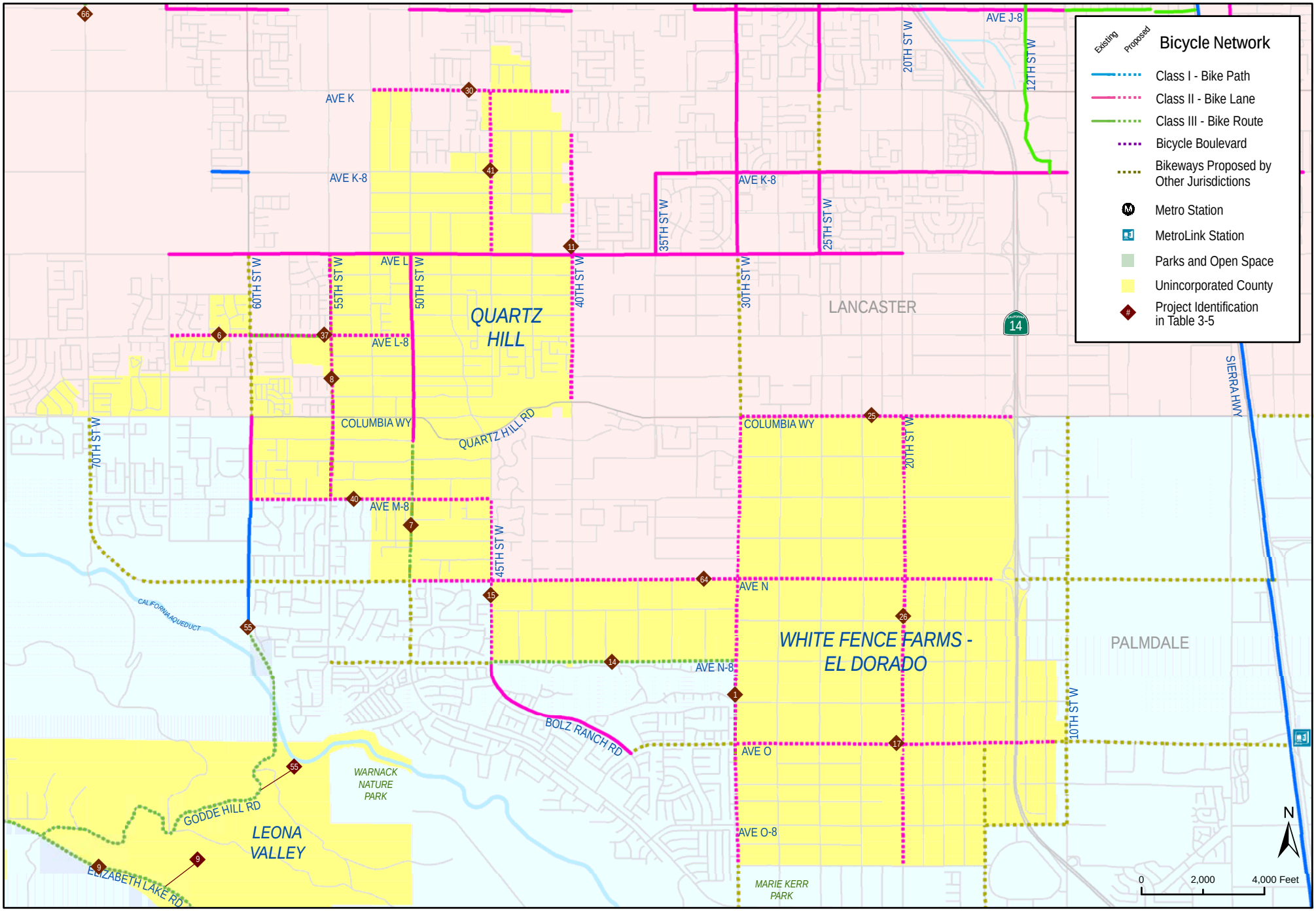

Figure 3-8: Quartz Hill and White Fence Farms-El Dorado Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/31/2011

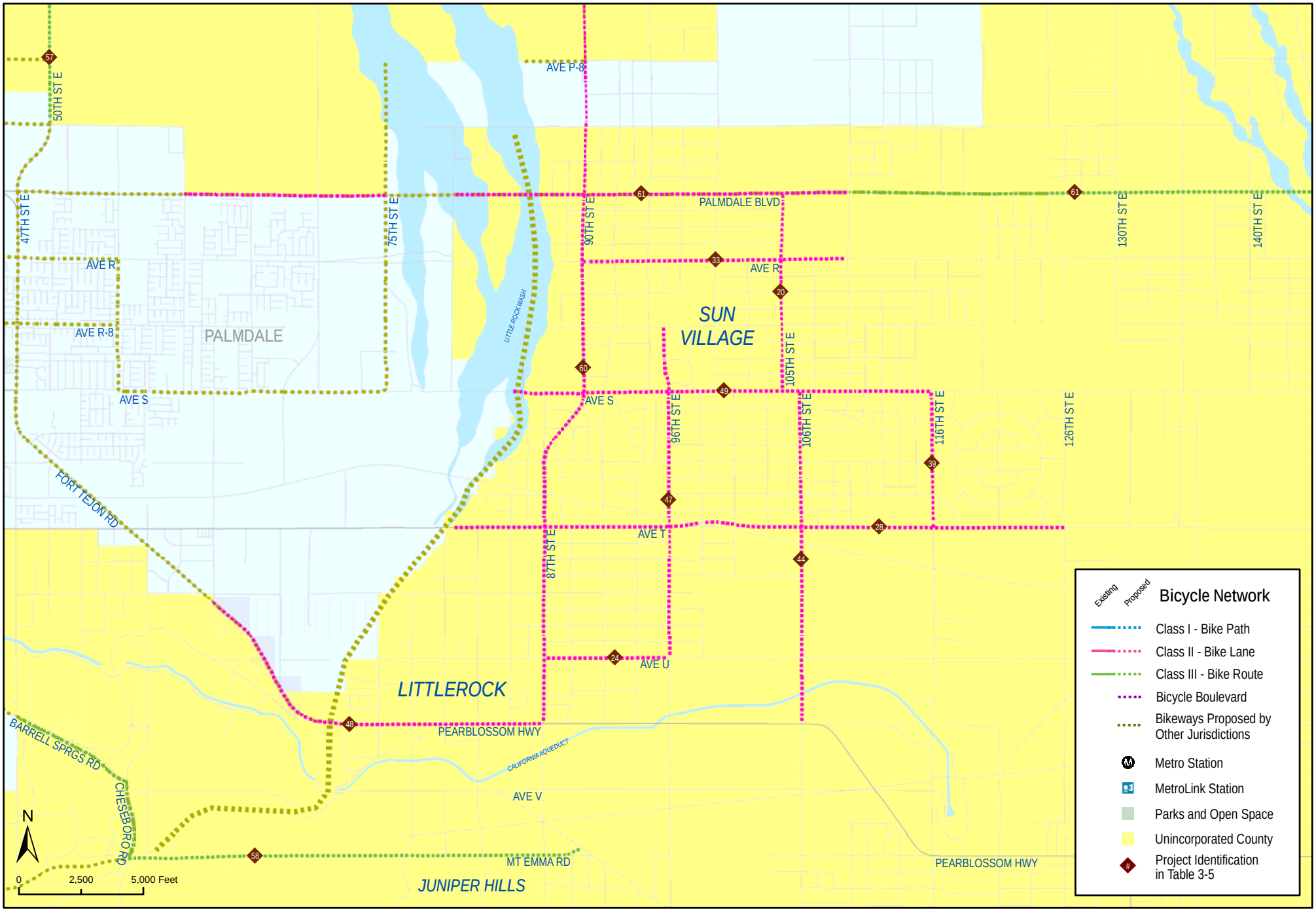

Figure 3-9: Littlerock and Sun Village Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/31/2011

3.3 East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area is the easternmost planning area in the Los Angeles Basin, adjacent to the San Bernardino County border. It consists of the greatest number of unincorporated communities, many of which are small, non-contiguous communities interspersed with incorporated cities. They include: Avocado Heights, Charter Oak Islands, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, and West San Dimas.

Approximately 274,000 people live in the primarily built-out East San Gabriel Valley unincorporated neighborhoods.[23] **Figure D-2** in **Appendix D** contains the distribution of land uses across the planning area.

3.3.1 Existing Bicycling Conditions

The unincorporated parts of East San Gabriel Valley Planning Area have 24.5 miles of existing County-maintained bikeways. **Table 3-6** presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-6: East San Gabriel Valley Existing Bikeways

Community	Segment	From	To	Class	Mileage
Avocado Heights and City of Industry	San Jose Creek Bicycle Path	Workman Mill Road	7th Avenue	1	2.1
Cities of Baldwin Park and Industry	San Gabriel River Bicycle Path	Ramona Boulevard	0.1 miles south of Fineview Street	1	2.8
City of Azusa	San Gabriel River Bicycle Path	San Gabriel Canyon Road	Huntington Road	1	2.6
Covina Islands	Hollenbeck Avenue	San Dimas Wash	0.1 miles south of Edna Place	3	0.6
Hacienda Heights	Cedarlane Drive	Glendale Avenue	Fieldgate Avenue	3	0.2
Hacienda Heights	Colima Road	Allenton Avenue	Larkvane Road	2	3.5
Hacienda Heights	Fieldgate Avenue	Cedarlane Drive	Wedgeworth Drive	3	0.1
Hacienda Heights	Garo Street	Stimson Avenue	Glenelder Avenue	3	0.4
Hacienda Heights	Glenelder Avenue	Garo Street	Cedarlane Drive	3	0.2
Hacienda Heights	Halliburton Road	Stimson Avenue	Colima Road	2	1.2
Hacienda Heights	Pepperbrook Way	Wedgeworth Drive	Azusa Avenue	3	0.1
Hacienda Heights	Stimson Avenue	Gale Avenue	La Monde Street	3	1.1
Hacienda Heights	Stimson Avenue	La Monde Street	Colima Road	2	0.9
Hacienda Heights	Wedgeworth Drive	Fieldgate Avenue	Pepperbrook Way	3	1.2
Hacienda Heights, Rowland Heights	Colima Road	Casino Drive	Allenton Avenue	3	1.2
South San Jose Hills	La Puente Road	Nogales Street	Trish Way	2	0.3

[23] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-6: East San Gabriel Valley Existing Bikeways (continued)

Community	Segment	From	To	Class	Mileage
South San Jose Hills	Nogales Street	0.1 miles south of Amanda Street	La Puente Road	2	0.3
Valinda	Lark Ellen Avenue	0.1 miles south of Francisquito Avenue	Maplegrove Street	3	0.5
Valinda	Temple Avenue	0.1 miles west of Ruthcrest Avenue	Azusa Avenue	3	1.1
Valinda	Valinda Avenue	0.1 miles south of Merced Avenue	Maplegrove Street	3	0.6
Valinda	Valinda Avenue	Burtree Street	Amar Road	2	0.3
Valinda	Valinda Avenue	Maplegrove Street	Meadowside Street	2	0.1
Valinda	Valinda Avenue	Meadowside Street	Burtree Street	3	0.1
Walnut Islands	Cameron Avenue	Whitebirch Drive	Grand Avenue	2	0.6
Walnut Islands	Grand Avenue	Cameron Avenue	0.3 miles south of Hillside Drive	2	0.4
West Puente Valley	Sunset Avenue	Fairgrove Avenue	Temple Avenue	3	0.8
West Puente Valley	Temple Avenue	0.2 miles east of Baldwin Park Boulevard	Puente Avenue	3	0.5
West Puente Valley	Temple Avenue	Sunset Avenue	Unruh Avenue	3	0.7
				Total	**24.5**

**County-maintained bikeways only*

Figure 3-10 displays the existing bicycle network along with mass transit stations and locations of bicycle collisions[24] in the East San Gabriel Valley Planning Area. Los Angeles County Metropolitan Authority (LACMTA) identified one gap in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in Table 3-7.

Table 3-7: MTA Identified Gaps in the East San Gabriel Inter-Jurisdictional Bikeway

MTA #	Corridor	Jurisdiction	Description	Constraints
29	Colima Road	LA County	Colima Road between Fullerton Rd and Diamond Bar City Limits in unincorporated Rowland Heights	ROW width

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

[24] *Bicycle collision locations displayed for unincorporated county only.*

According to the California Highway Patrol SWITRS data, a total of 256 bicycle collisions were reported within the unincorporated communities of East San Gabriel Planning Area from 2004 through 2009. Sixty-eight of these collisions occurred within Rowland Heights and seven at the intersection of Paso Real Avenue and Colima Road, the single greatest crash location in the planning area between 2004 and 2009. A nearly one-mile segment of Colima Road from Fullerton Drive to Nogales Street had a reported 32 bicycle collisions during the study period.

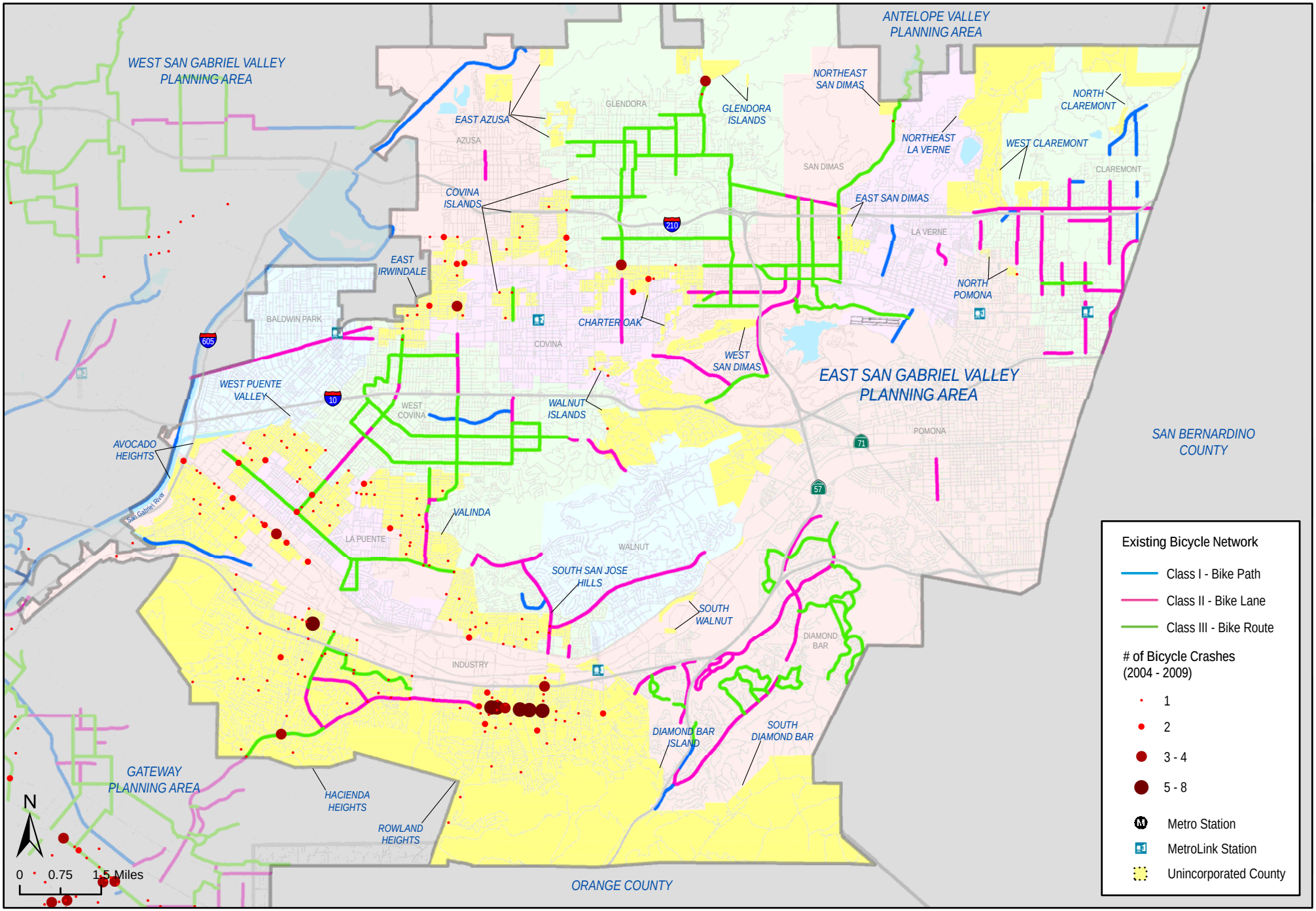

Figure 3-10 East San Gabriel Valley Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

Source: Los Angeles Metro (2010)
Date: 10/13/2011; SWITRS (2010)

3.3.2 Proposed Network

Table 3-8 summarizes the proposed bicycle network mileage by classification type within the East San Gabriel Valley Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 91.1 miles of facility across the planning area compared to its approximately 24.5 existing miles of bicycle facility.

Table 3-8: East San Gabriel Valley Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	25.2	27.7%
Class II – Bicycle Lane	31.0	34.0%
Class III – Bicycle Route	30.6	33.6%
Bicycle Boulevard	4.3	4.7%
Total	**91.1**	

Table 3-9 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-11 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops in the East San Gabriel Valley Planning Area. Figure 3-12 provides a closer view of the proposed bicycle network within the communities comprising the southwestern portion of the planning area: Avocado Heights, Hacienda Heights, Valinda, and West Puente Valley. Figure 3-13 provides a more focused view of the proposed bicycle network within the communities comprising the eastern portion of the planning area: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands, and West San Dimas.

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	North Sunset Avenue	Amar Road	Temple Avenue	West Puente Valley, Valinda	2	0.4	1	145
2	San Jose Creek Proposed Bicycle Path	7th Avenue	Murchison Avenue	Cities of Industry and Pomona; Hacienda Heights, Rowland Heights, South Walnut and Walnut Islands	1	15.7	1, 4	140

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
3	Vineland Avenue	0.3 miles north of Rath Street (Walnut Creek)	Nelson Avenue	West Puente Valley and City of Industry[A]	3	1.3	1	125
4	Killian Avenue	Paso Real Avenue	Otterbien Avenue	Rowland Heights	3	0.4	4	125
5	Paso Real Avenue	Colima Road	Pathfinder Road	Rowland Heights	3	0.9	4	125
6	Pathfinder Road[B]	Paso Real Avenue	Alexdale Lane	Rowland Heights	2	0.4	4	125
7	Jellick Drive/ Los Padres Drive	Greenbay Drive	Aguiro Street	Rowland Heights	3	1.5	4	120
8	Amar Road	Vineland Avenue	North Puente Avenue	West Puente Valley	2	0.4	1	120
9	West Gladstone Street	Blender Street	Big Dalton Wash	East Irwindale and City of Glendora[A]	3	0.8	1,5	120
10	Balan Road/ Annendale Avenue	Brea Canyon Cut Off Road	Pathfinder Road	Rowland Heights	3	1.0	4	115
11	Batson Avenue	Colima Road	Aguiro Street	Rowland Heights	3	1.1	4	115
12	Nogales Street	La Puente Road	Hollingworth Street	West Covina	2	0.4	1	115
13	Pathfinder Road	Fullerton Road	Paso Real Avenue	Rowland Heights	2	1.6	4	115
14	Fullerton Road	Colima Road	Pathfinder Road	Rowland Heights	2	1.6	4	115
15	Nogales Street	Arenth Avenue	Pathfinder Road	Rowland Heights and City of Industry[A]	2	1.8	4,1	110
16	Pathfinder Road	Alexdale Lane	Canyon Ridge Road	Rowland Heights	2	1.9	4	110
17	Mauna Loa Avenue	Citrus Avenue	La Serena Drive	East Irwindale and City of Azusa[A]	3	0.6	1, 5	105
18	Willow Avenue	Francisquito Avenue	Amar Road	West Puente Valley and City of La Puente[A]	3	0.8	1	100
19	Las Lomitas Drive/ Newton Street	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	1.1	4	100
20	Los Robles Avenue	7th Avenue	Kwis Avenue	Hacienda Heights	3	1.3	4	100
21	Fairway Drive/ Brea Canyon Cut Off Road	Walnut Drive	Bickford Drive	Rowland Heights	2	1.0	4	100
22	Glendora Avenue	Arrow Highway	La Cienega Avenue	Charter Oak	2	0.3	5	100
23	Thompson Creek Proposed Bicycle Path[E]	Lockhaven Way White Avenue	White Avenue Murchison Avenue	City of Pomona	1 3	2.3 1.4	1	100
24	Kwis Avenue	Three Palms Avenue	Newton Street	Hacienda Heights	3	0.6	4	95

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
25	Walnut Avenue/ Echelon Avenue/ Ranlett Avenue	Francisquito Avenue	Temple Avenue	Valinda and City of Industry A	3	1.6	1	95
26	La Monde Street	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	95
27	Temple Avenue	Azusa Avenue	Woodgate Drive	South San Jose Hills	2	0.4	1	95
28	Azusa Avenue	Colima Road	Glenfold Drive	Hacienda Heights	2	0.6	4	95
	Azusa Avenue	Glenfold Drive	Tomich Road		3	0.1		
29	Gale Avenue	7th Avenue	Stimson Avenue	Hacienda Heights and City of Industry A	2	2.0	1,4	95
30	Gemini Street	Azusa Avenue	Shipman Avenue	South San Jose Hills	3	0.6	1	90
31	Aguiro Street	Fullerton Road	Los Padres Drive	Rowland Heights	3	0.7	4	90
32	Amar Road	Willow Avenue	North Unruh Avenue	West Puente Valley	2	1.5	1	90
33	Three Palms Avenue/ Farmstead Avenue/ Lujon Street	Kwis Avenue	Stimson Avenue	Hacienda Heights	3	1.0	4	85
34	Camino Del Sur	Vallecito Drive	Colima Road	Hacienda Heights	2	0.9	4	85
35	Colima Road	Casino Drive	Allenton Avenue	Hacienda Heights	2	1.2	4	85
36	Halliburton Road	Hacienda Boulevard	Stimson Avenue	Hacienda Heights	2	0.2	4	85
37	Rath Street/ Stichman Avenue/ Barrydale Street/ Mayland Avenue/ Nolandale Street/ Siesta Avenue/ Fairgrove Avenue/ Sandy Hook Avenue / Maplegrove Street	Vineland Avenue	Lark Ellen Avenue	West Puente Valley, Valinda and Cities of La Puente A and West Covina[A]	BB	4.3	1	85
38	Big Dalton Wash Proposed Bicycle Path[D]	Irwindale Avenue	Lark Ellen Avenue	Cities of Azusa and Irwindale; Covina Islands and East Irwindale	1	1.0	1, 5	85
		Lark Ellen Avenue	Azusa Avenue		3	1.1		
		Arrow Hwy	N. Barranca Avenue		1	1.6		
39	Rockvale Avenue	Interstate 210	Woodcroft Street	East Irwindale	3	0.8	5	80
40	Los Altos Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	80

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
41	Colima Road	Brea Canyon Cut Off Road	City of Diamond Bar boundary (0.1 miles east of Tierra Luna)	Rowland Heights	2	0.7	4	80
42	Irwindale Avenue	Cypress Street	Badillo Street	East Irwindale	2	0.6	1	80
43	Puente Avenue/ Workman Mill Road	Barrydale Street	San Jose Creek Bicycle Path	West Puente Valley and City of Industry A	2	3.5	1	80
44	San Jose Creek Proposed Bicycle Path	San Gabriel River Bicycle Path	Workman Mill Avenue	Avocado Heights and Whittier Narrows	1	0.7	1	80
45	Covina Hills Road	San Joaquin Road	Via Verde	Walnut Islands and Cities of Covina A and San Dimas[A]	3	2.0	5	75
46	Colima Road	Larkvane Road	Brea Canyon Cut Off Road	Rowland Heights	2	2.3	4	75
47	Angelcrest Drive	Newton Avenue	La Subida Drive	Hacienda Heights	3	0.4	4	70
48	La Subida Drive	Vallecito Drive	Hacienda Boulevard	Hacienda Heights	3	0.9	4	70
49	Vallecito Drive	Los Robles Avenue	Camino Del Sur	Hacienda Heights	3	1.6	4	70
50	Brea Canyon Cut Off Road	Bickford Drive	Pathfinder Road	Rowland Heights	3	0.5	4	70
51	Arrow Highway	Glendora Avenue	Valley Center Boulevard	Charter Oak and City of Glendora[A]	2	1.5	5	70
52	Puente Creek Proposed Bicycle Path[C]	Sunset Avenue (San Jose Creek)	Temple Avenue	Avocado Heights, Valinda and Cities of Industry and La Puente	1	1.7	1	70
		Temple Avenue	Hacienda Boulevard		3	0.4		
		Hacienda Boulevard	Azusa Avenue		1	2.2		
53	7th Avenue	Clark Avenue	Palm Avenue	Hacienda Heights	2	0.5	1,4	65
	7th Avenue/ Orange Grove Avenue	Palm Avenue	Beech Hill Drive		3	0.8		
54	Hacienda Boulevard	Colima Road	0.2 miles north of Walbrook Drive	Hacienda Heights	2	2.4	1,4	65
55	Amar Road	Aileron Avenue	Azusa Avenue	Valinda	2	1.6	1	65
56	Countrywood Avenue	Wedgeworth Drive	Colima Road	Hacienda Heights	2	0.5	4	60
57	Valley Center Avenue	Arrow Highway	Badillo Street	Charter Oak and City of San Dimas[A]	2	0.6	5	60

Table 3-9: East San Gabriel Valley Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
58	Glendora Mountain Road	4.4 miles north of Big Dalton Canyon Road	Big Dalton Canyon Road	East Azusa, Antelope Valley Planning Area and City of Glendora[A]	3	4.4	5	60
Total Mileage						**91.1**		

[A] *Part of project traverses through or along boundary of incorporated city*

[B] *Proposed segment overlaps with Early Action bicycle project identified by County of Los Angeles*

[C] *Proposed segment requires on-street alignment between Temple Avenue and Hacienda Boulevard*

[D] *Proposed segment requires on-street alignment between Lark Ellen Avenue and Arrow Highway*

[E] *Proposed segment requires on-street alignment between White Avenue and Murchison Avenue*

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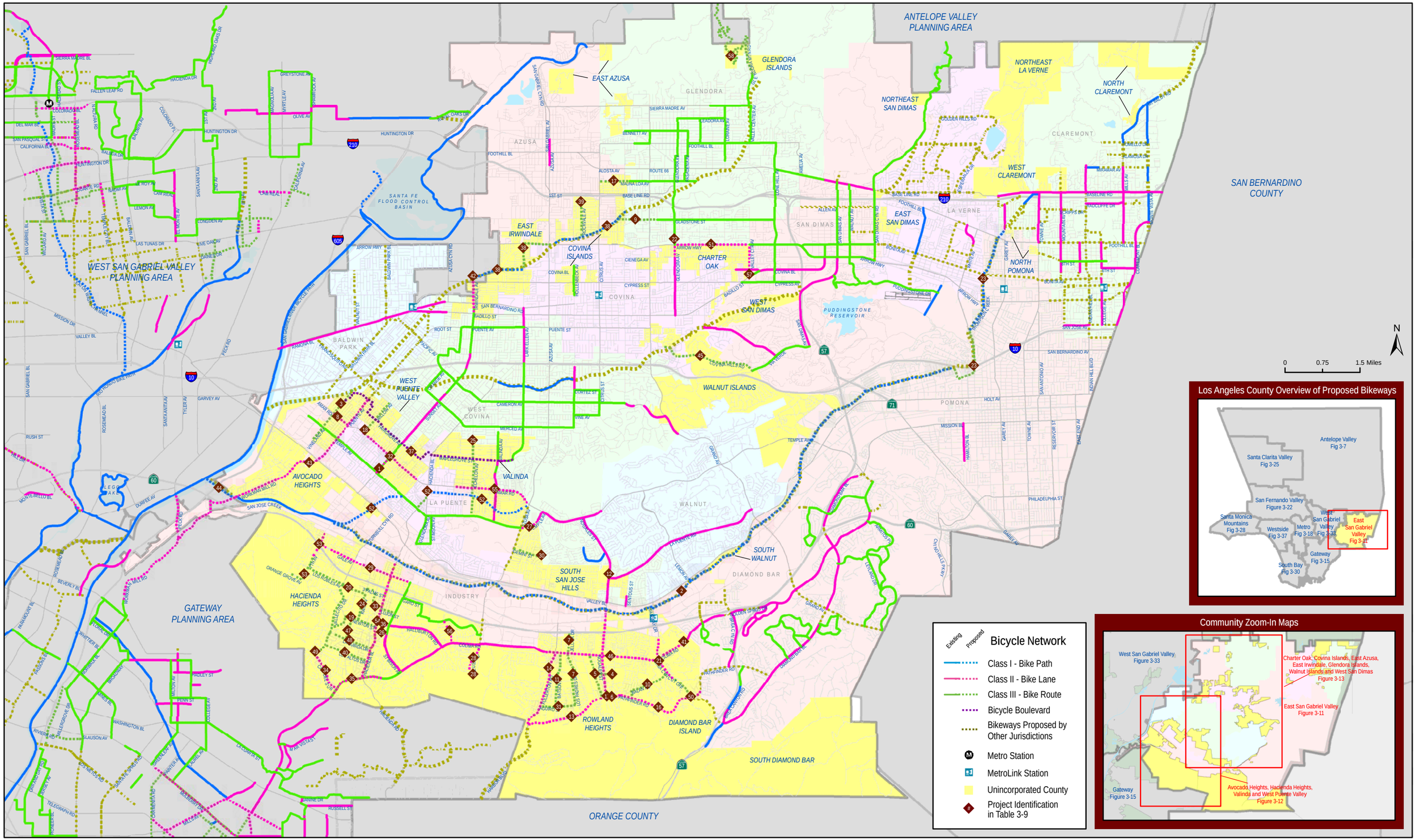

Figure 3-11: East San Gabriel Valley Planning Area Proposed Bicycle Facilities

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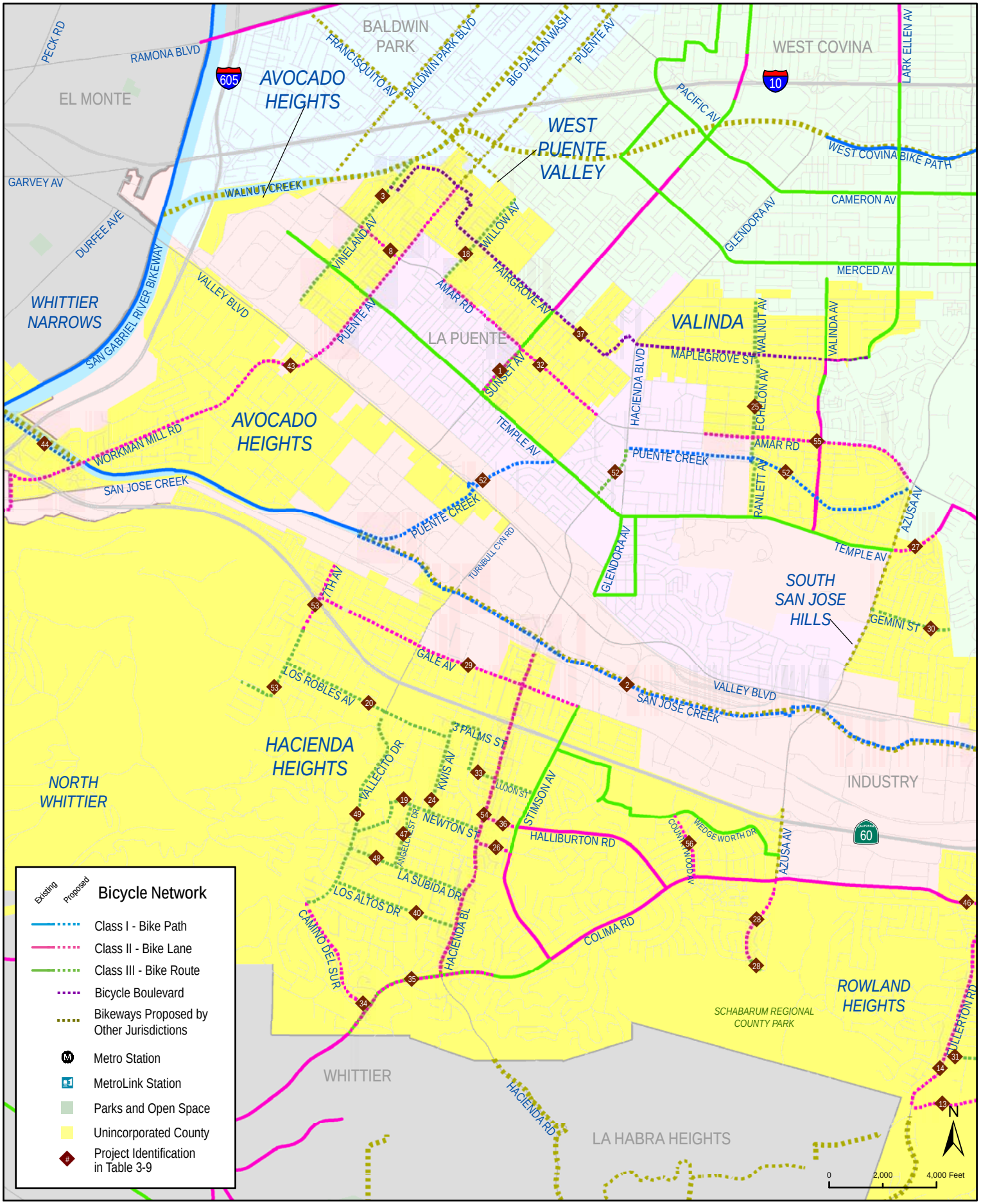

Figure 3-12: Avocado Heights, Hacienda Heights, Valinda and West Puente Valley Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

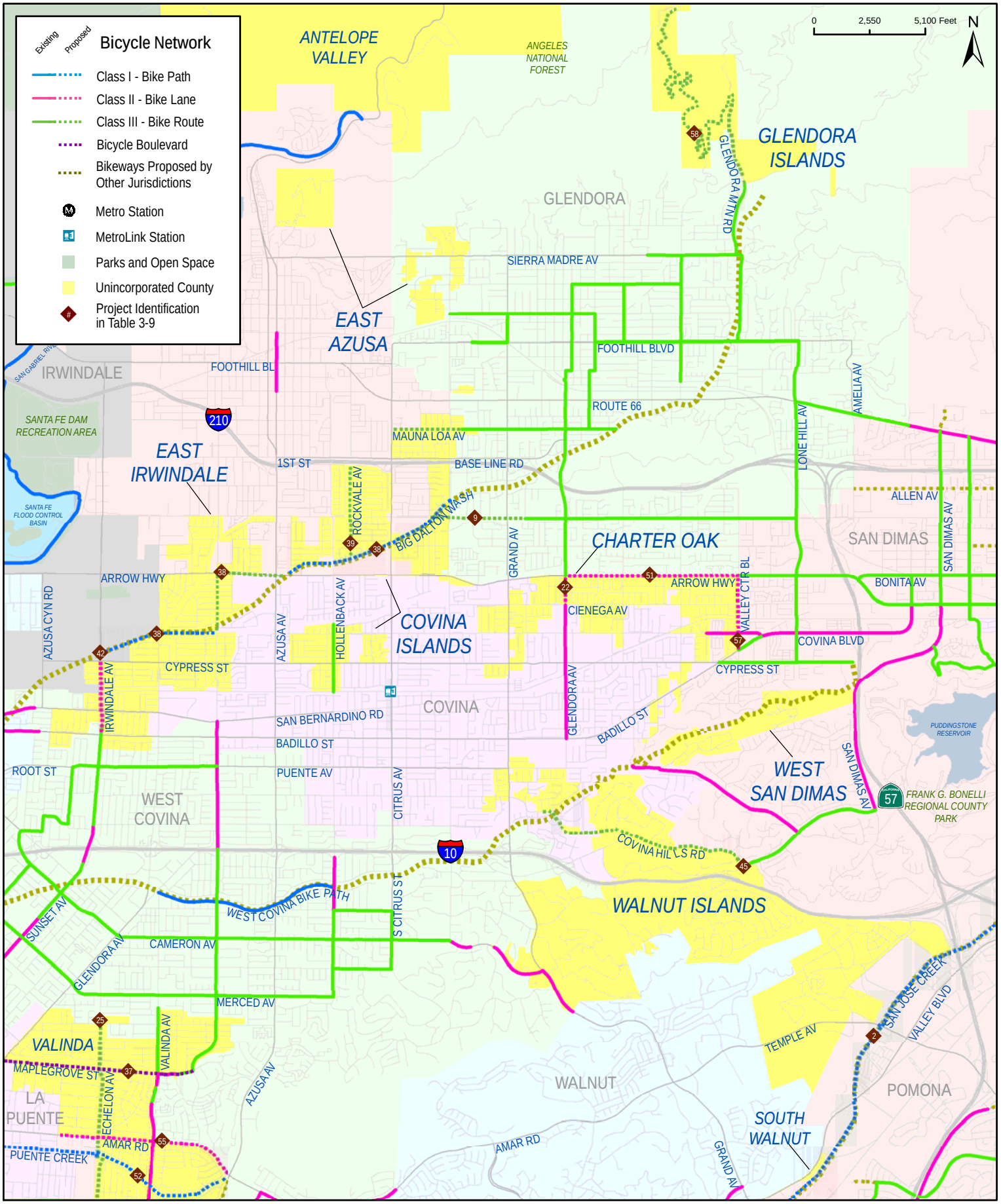

Figure 3-13: Charter Oak, Covina Islands, East Azusa, East Irwindale, Glendora Islands, Walnut Islands and West San Dimas Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

3.4 Gateway Planning Area

The Gateway Planning Area is located in the southern portion of the County of Los Angeles, bordering Orange County, the Metro Planning Area, and the West and East San Gabriel Valley Planning Areas. The planning area includes the following urban unincorporated islands: East Rancho Dominguez, North Whittier, Rancho Dominguez, South Whittier-Sunshine Acres, and West Whittier-Los Nietos. Approximately 129,000 people live in the Gateway Planning Area unincorporated neighborhoods. [25]

Most of these relatively dense unincorporated communities are predominately residential, interspersed with a mix of education, commercial, office, facilities, open space, and recreational land uses. North Whittier, however, is primarily open space, whereas Rancho Dominguez and the Bandini Islands are dominated by industrial land uses. **Figure D-3** in **Appendix D** displays the Gateway Planning Area communities' current land uses.

3.4.1 Existing Bicycling Conditions

The Gateway Planning Area unincorporated communities contain 56.1 miles of existing bikeways, including over 45 miles of County-maintained Class I. **Table 3-10** presents the location, classification, and mileage of existing bikeways within the communities.

Table 3-10: Gateway Planning Area Existing Bikeways

Community	Segment	From	To	Class	Mileage
Bandini Islands, Cities of Bell, Compton, Cudahy, Long Beach, Paramount, South Gate and Vernon	Los Angeles River Bicycle Path	Atlantic Boulevard	Golden Shore Street	1	16.7
Cerritos Islands, City of Cerritos	Coyote Creek Bikeway	Artesia Boulevard	Crescent Avenue	1	2.9
Cities of Bellflower, Cerritos, Downey, Lakewood, Long Beach, Norwalk and Pico Rivera; West Whittier-Los Nietos	San Gabriel River Bicycle Path	0.2 miles south of Siphon Road	Wardlow Road	1	15.3
Cities of Bell Gardens, Commerce, Downey, Pico Rivera and South Gate	Rio Hondo Bicycle Path	0.2 miles north of Washington Boulevard	Imperial Highway (Los Angeles River)	1	6.0
Cities of Cerritos and Santa Fe Springs	Coyote Creek Bicycle Path (North Fork Coyote Creek)	Foster Road	Artesia Boulevard	1	2.7

[25] *2008 SCAG Regional Transportation Plan, Table 2.5: Los Angeles County Population Projections*

Table 3-10: Gateway Planning Area Existing Bikeways (continued)

Community	Segment	From	To	Class	Mileage
Rancho Dominguez	Compton Creek Bicycle Path	0.1 miles north of Homestead Place	Del Amo Boulevard	1	1.7
South Whittier-Sunshine Acres	La Cañada Verde	Mulberry Drive	Broadway	1	0.1
South Whittier-Sunshine Acres	Greenleaf Avenue	0.1 miles north of Ann Street	Barton Road	3	0.3
South Whittier-Sunshine Acres	Lambert Road	Leffingwell Road	County of Los Angeles border	3	1.0
South Whittier-Sunshine Acres	Mulberry Drive	Painter Avenue	Scott Ave	3	2.9
South Whittier-Sunshine Acres	Santa Gertrudes Avenue	Leffingwell Road	Lemon Drive	3	0.5
South Whittier-Sunshine Acres	Scott Avenue	Mulberry Drive	Lemon Drive	3	0.8
West Whittier-Los Nietos	Broadway	Whittier Blvd	Norwalk Boulevard	3	1.4
West Whittier-Los Nietos	Dunlap Crossing Road	San Gabriel River Bicycle Path	Norwalk Boulevard	3	0.3
West Whittier-Los Nietos	Mines Boulevard	Norwalk Boulevard	Lambert Road	2	1.0
West Whittier-Los Nietos	Norwalk Boulevard	Whittier Boulevard	Perkins Ave	3	2.3
West Whittier-Los Nietos	Sorensen Avenue	Lambert Road	Washington Boulevard	3	0.2
				Total	**56.1**

**County-maintained bikeways only*

Los Angeles County Metropolitan Authority (LACMTA) identified seven key gaps in the 2006 Metro Bicycle Transportation Strategic Plan, as shown in **Table 3-11.**

Table 3-11: MTA Identified Gaps in the Gateway Inter-Jurisdictional Bikeway Network

MTA #	Corridor	Jurisdiction	Description	Constraints
32	Whittier Greenway	LA County	Connection between Whittier City Limits and San Gabriel River trail	Route not identified
33	Workman Mill Road	LA County	Connection between Whittier Bike Path and Rio Hondo College	Route not identified
34	Connector	LA County / Carson	Connection between LA River Path and Compton Path terminus near Del Amo Boulevard	Route not identified
38	La Mirada / Colima Connector	LA County / La Mirada	Connection between Whittier (La Colima Road) and La Mirada Boulevard in La Mirada	Route not identified
40	Mills Avenue	LA County / Santa Fe Springs	At Mills Ave, connection between Norwalk Blvd and Whittier Greenway Bike Path	Route not identified
44	Coyote Creek	Orange County / LA County	Completion of Coyote Creek Bike Path east of North Fork on Coyote Creek Channel	ROW, bridges, jurisdictional issues
46	Gateway	Paramount / LA County	Connection between San Gabriel River and West Santa Ana Branch ROW at NW terminus of planned multi-city project	DWP ROW, Active RR, adjacent105 Fwy

Source: Los Angeles County Metropolitan Transportation Authority: 2006 Metro Bicycle Transportation Strategic Plan, p. 103-104

Figure 3-14 displays the existing bicycle network along with major transit stations and bicycle collision sites in the Gateway Planning Area reported from 2004 through 2009. According to the California Highway Patrol SWITRS data, a total of 142 bicycle collisions were reported within the unincorporated communities of the Gateway Planning Area between 2004 and 2009. The greatest concentration by community occurred in South Whittier-Sunshine Acres, with 86 between 2004 and 2009.

As shown in **Figure 3-14**, two Metro lines service the planning area. Rancho Dominguez is serviced directly by a Blue Line Metro Station located where the Compton Creek bikeway terminates to the south. The Norwalk/Santa Fe Springs MetroLink station is located just outside the boundary of the South Whittier-Sunshine Acres community. The eastern terminus of the Metro Green Line is located approximately two miles west of the MetroLink Station.

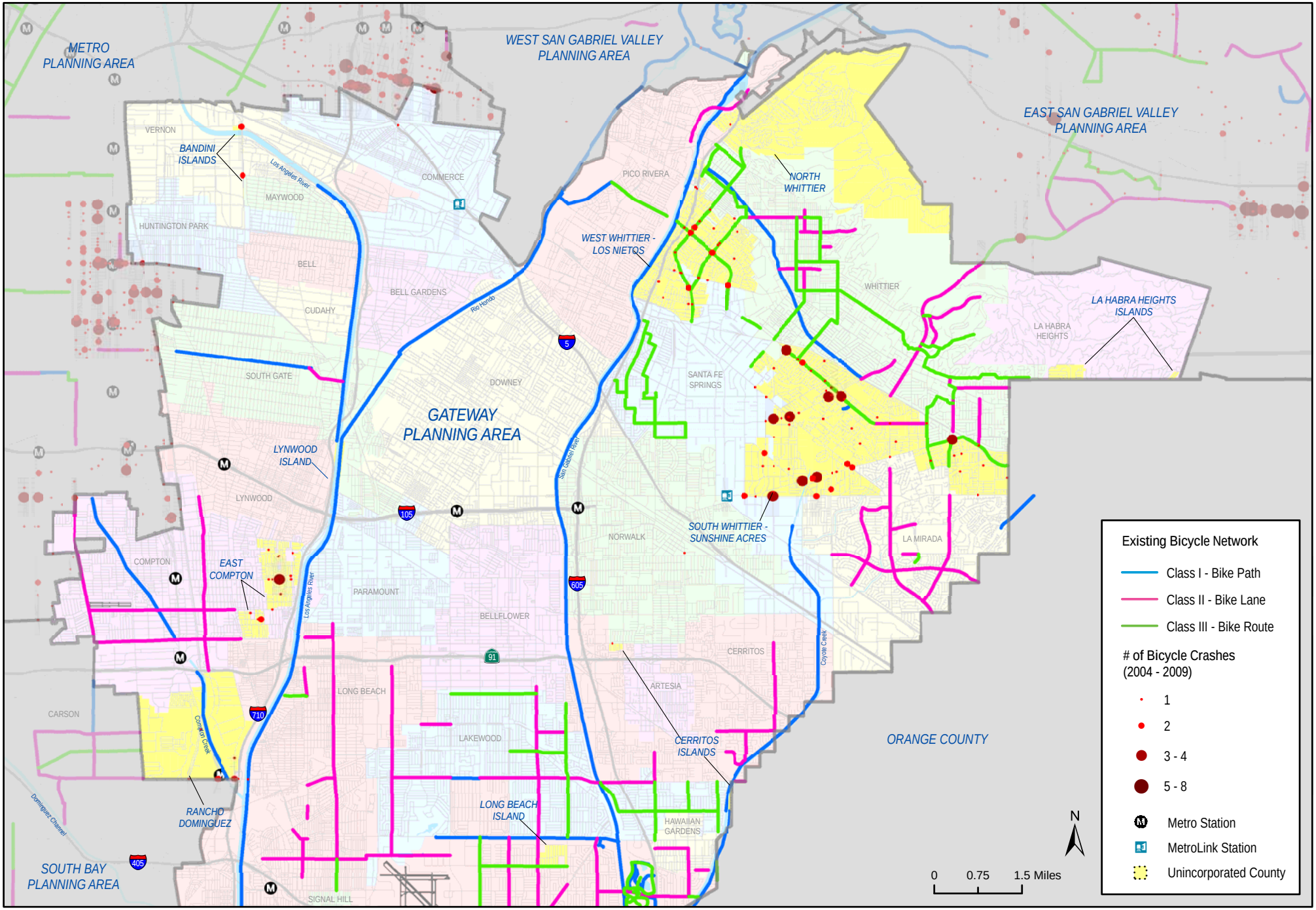

Figure 3-14: Gateway Planning Area Existing Bicycle Network, Major Transit and Bicycle Crashes (2004-2009)

Source: Los Angeles Metro (2010); SWITRS (2010)
Date:10/13/2011

3.4.2 Proposed Network

Table 3-12 summarizes the proposed bicycle network mileage by classification type within the Gateway Planning Area. Projects were prioritized based on bicycling demand, facility deficiencies, barriers to implementation, public comment, and a host of other criteria. As shown, the proposed network would provide approximately 41 miles of facility across the planning area. Currently, unincorporated parts of Gateway Planning Area contain just over 56 miles of existing bicycle facilities.

Table 3-12: Gateway Planning Area Bicycle Network Facility Type and Mileage Summary

Mileage of Proposed Projects by Facility Type	Miles	% of Total
Class I – Bicycle Path	5.7	13.9%
Class II – Bicycle Lane	23.1	56.5%
Class III – Bicycle Route	12.1	29.6%
Total	**40.9**	**100%**

Table 3-13 presents the Supervisorial District, specific location, alignment, classification, priority score, and mileage for each of the proposed bikeways within the planning area.

Figure 3-15 displays the proposed bicycle network as well as existing bicycle facilities and major transit stops within the Gateway Planning Area. Figure 3-16 provides a more detailed view of the proposed bicycle network within the communities of South Whittier-Sunshine Acres and West Whittier-Los Nietos.

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
1	Workman Mill Road	San Jose Creek Bicycle Path	Strong Avenue	North Whittier, Avocado Heights and City of Industry[A]	2	3.4	1, 4	145
2	Compton Creek Proposed Bicycle Path	Del Amo Boulevard	Los Angeles River Bicycle Path	Rancho Dominguez and City of Long Beach	1	0.5	2, 4	120
3	Mills Avenue	Telegraph Road	Lambert Road	South Whittier-Sunshine Acres	2	1.4	4	110
4	Colima Road	La Mirada Boulevard	Poulter Drive	South Whittier-Sunshine Acres	3	1.2	4	105
	Colima Road	Poulter Drive	Leffingwell Road		2	0.3		
5	Ceres Avenue	Broadway	Telegraph Road	South Whittier-Sunshine Acres	3	0.7	4	100
6	Mulberry Drive	Greenleaf Avenue	Colima Road	South Whittier-Sunshine Acres and City of Whittier[A]	2	2.2	4	100

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
7	Atlantic Avenue	Rosecrans Avenue	Alondra Boulevard	East Rancho Dominguez and City of Compton[A]	3	1.0	2	100
8	E. Victoria Street	S. Santa Fe Avenue	Susana Road	Rancho Dominguez	2	0.5	2	100
9	Compton Boulevard	Harris Avenue	Los Angeles River Bicycle Path	East Rancho Dominguez and City of Paramount[A]	2	0.8	2,4	100
10	Imperial Highway	Shoemaker Avenue	Leffingwell Road	South Whittier-Sunshine Acres and Cities of La Mirada[A] & Santa Fe Springs[A]	2	0.3	4	100
	Leffingwell Road	Imperial Highway	Scott Avenue		2	3.0		
11	Rivera Road	Pioneer Boulevard	Norwalk Boulevard	West Whittier-Los Nietos and City of Santa Fe Springs[A]	3	0.7	4	95
12	1st Avenue	Lambert Road	Imperial Highway	South Whittier-Sunshine Acres	2	0.8	4	95
13	Rosecrans Avenue	Butler Avenue	Gibson Avenue	East Rancho Dominguez and City of Compton[A]	2	0.5	2	95
14	South Susana Road	East Artesia Boulevard	Del Amo Boulevard	Rancho Dominguez	2	2.0	2	95
15	Broadway	Mills Avenue	Colima Road	South Whittier-Sunshine Acres	3	0.9	4	90
16	Santa Fe Avenue	Artesia Boulevard	0.1 miles south of Reyes Avenue (Compton Creek Bicycle Path)	Rancho Dominguez	2	1.0	2	90
17	Saragosa Street/ Pioneer Boulevard	Norwalk Boulevard	Los Nietos Road	West Whittier-Los Nietos and City of Santa Fe Springs[A]	3	1.3	4	90
18	Compton Creek Proposed Bicycle Path	Greenleaf Boulevard	State Route 91	City of Compton	1	0.7	2	90
19	Palo Verde Avenue	Parkcrest Street	Conant Street	Long Beach Island and City of Long Beach[A]	3	0.5	4	85
20	North Fork Coyote Creek Proposed Bicycle Path	Leffingwell Road	Foster Road	South Whittier-Sunshine Acres, City of Santa Fe Springs	1	0.8	4	85
21	Leland Avenue	Mills Avenue	Leffingwell Road	South Whittier-Sunshine Acres	3	1.2	4	80
22	Carmenita Road	Mulberry Drive	Leffingwell Road	South Whittier-Sunshine Acres and City of Santa Fe Springs[A]	3	2.5	4	80

Table 3-13: Gateway Planning Area Proposed Bicycle Facilities (continued)

Project ID	Segment	From	To	Community	Class	Mileage	Supervisorial District	Priority Score
23	Lambert Road	Mills Avenue	Scott Avenue	South Whittier-Sunshine Acres and City of Whittier[A]	2	1.3	4	80
24	Laurel Park Road	East Victoria Street	South Rancho Way	Rancho Dominguez	2	0.6	2	75
25	Los Angeles River Proposed Bicycle Path[B]	Washington Boulevard	Bandini Boulevard	Bandini Islands, City of Los Angeles, City of Vernon	3	1.0	1	75
		Bandini Boulevard	S. Downey Boulevard		1	0.6		
		S. Downey Boulevard	Bandini Boulevard		3	0.4		
		Bandini Boulevard	S. Atlantic Boulevard		1	1.3		
26	Telegraph Road	Carmenita Road	Huchins Drive	South Whittier-Sunshine Acres and Cities of La Mirada[A] and Santa Fe Springs[A]	2	2.4	4	75
27	Valley View Avenue	Broadway	Telegraph Road	South Whittier-Sunshine Acres	3	0.7	4	75
	Valley View Avenue	Telegraph Road	Imperial Highway		2	0.8		
28	South Rancho Way	Laurel Park Road	Del Amo Boulevard	Rancho Dominguez	2	0.7	2	70
29	La Mirada Boulevard	Colima Road	Leffingwell Road	South Whittier-Sunshine Acres	2	1.1	4	65
30	Milan Creek Proposed Bicycle Path	Marquardt Avenue	Telegraph Avenue	South Whittier-Sunshine Acres, City of La Mirada	1	1.8	4	30
Total Mileage						**40.9**		

[A] Part of project traverses through or along boundary of incorporated city

[B] Proposed project requires on-street alignment between Washington Boulevard and Bandini Boulevard and between Downey Road and Bandini Boulevard

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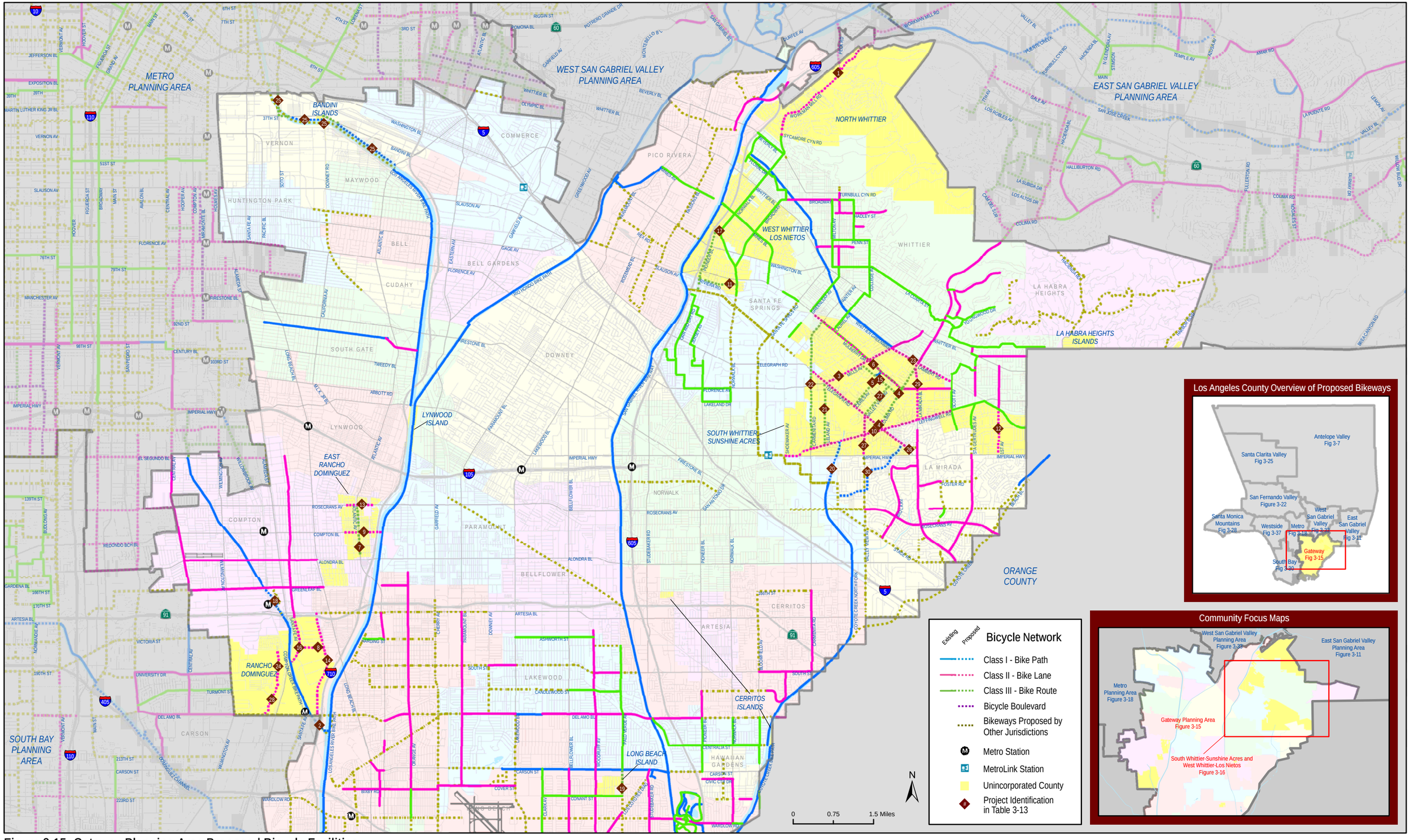

Figure 3-15: Gateway Planning Area Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 1/30/2011

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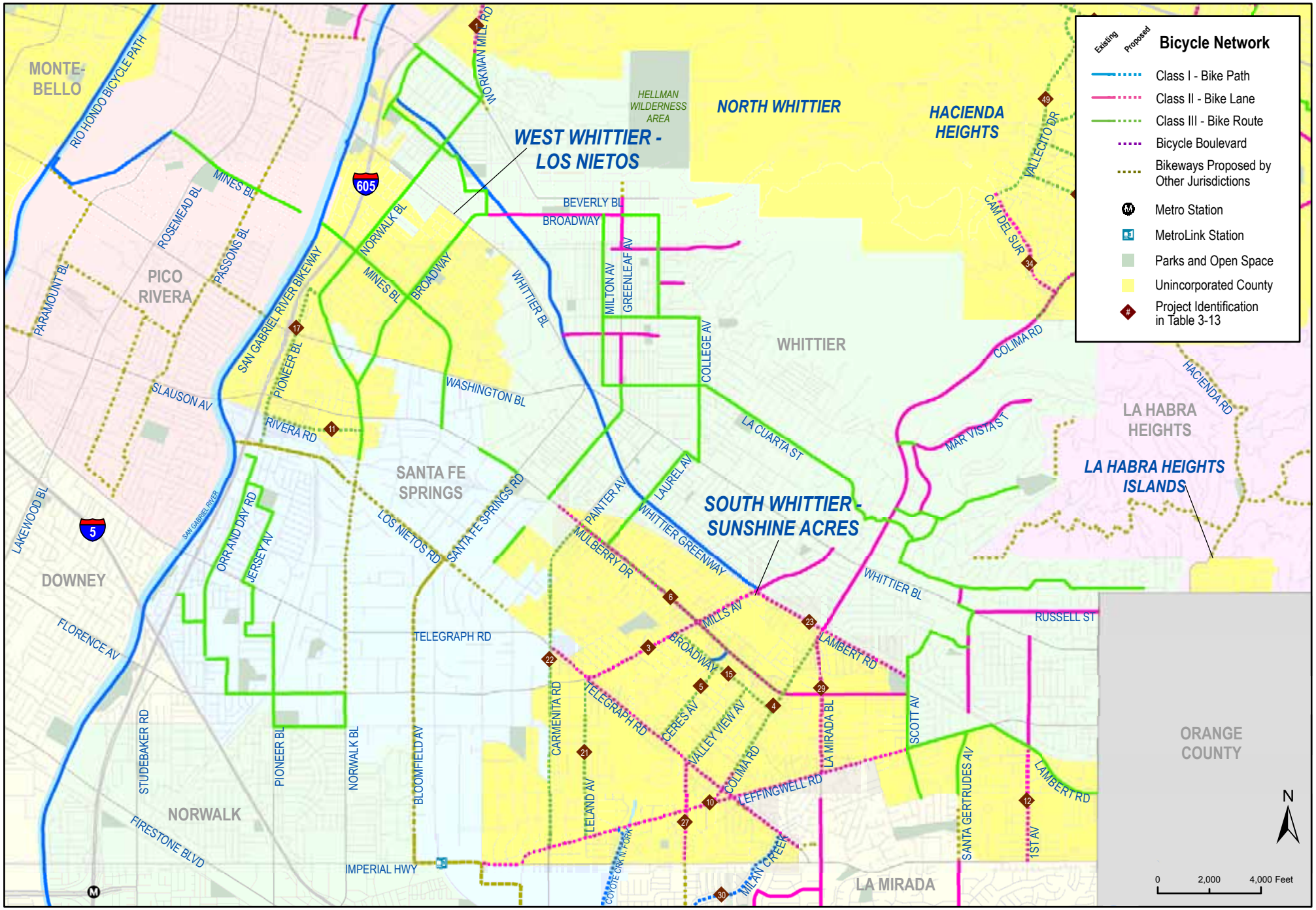

Figure 3-16: South Whittier-Sunshine Acres and West Whittier-Los Nietos Proposed Bicycle Facilities

Source: Los Angeles Metro (2006; 2010); Alta Planning + Design (2010)
Date: 10/13/2011